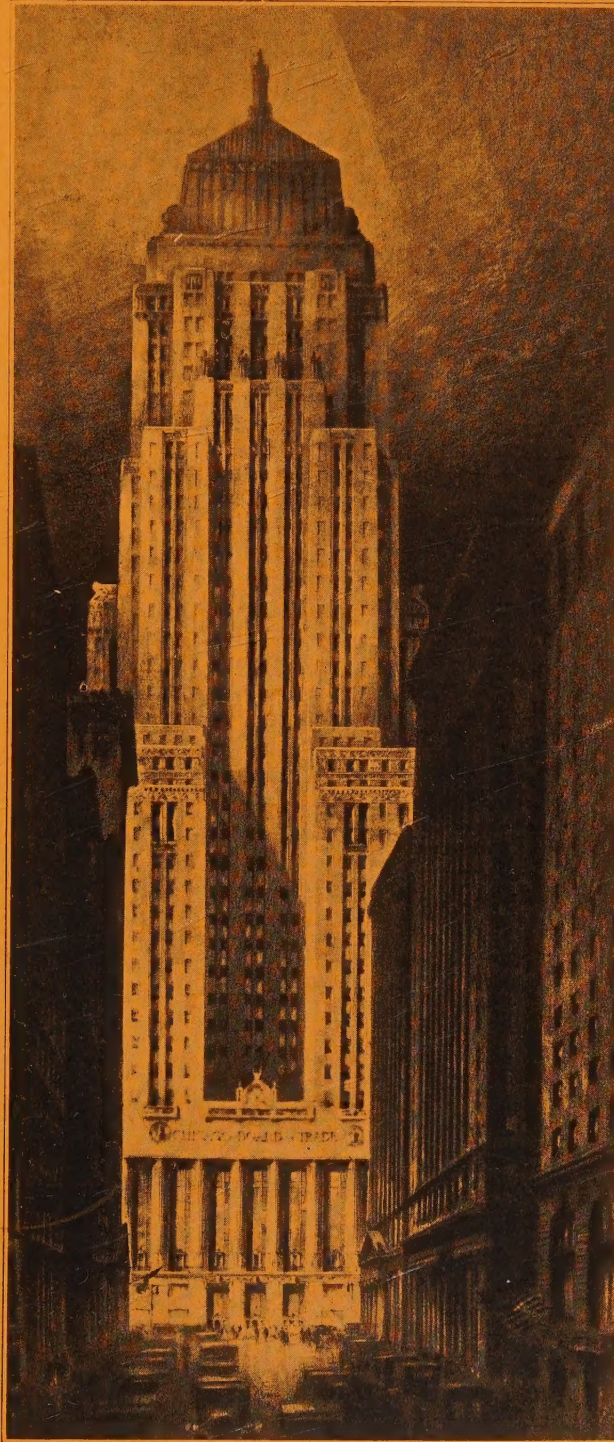


# GRAIN DEALERS JOURNAL

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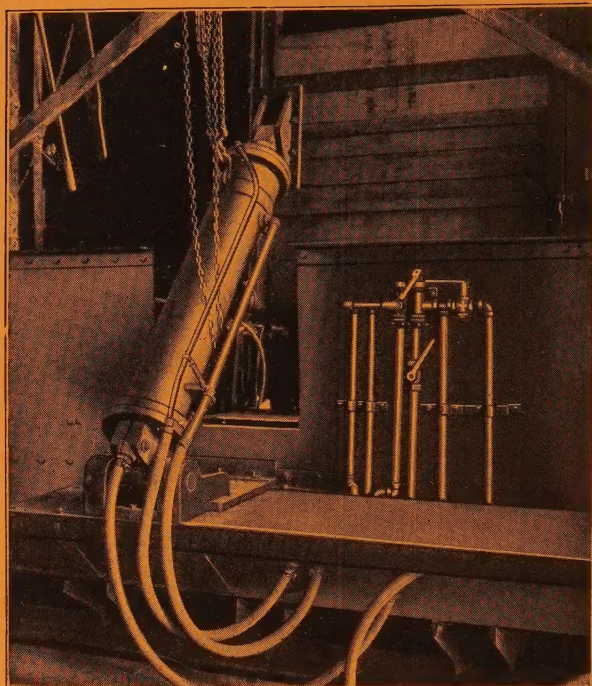
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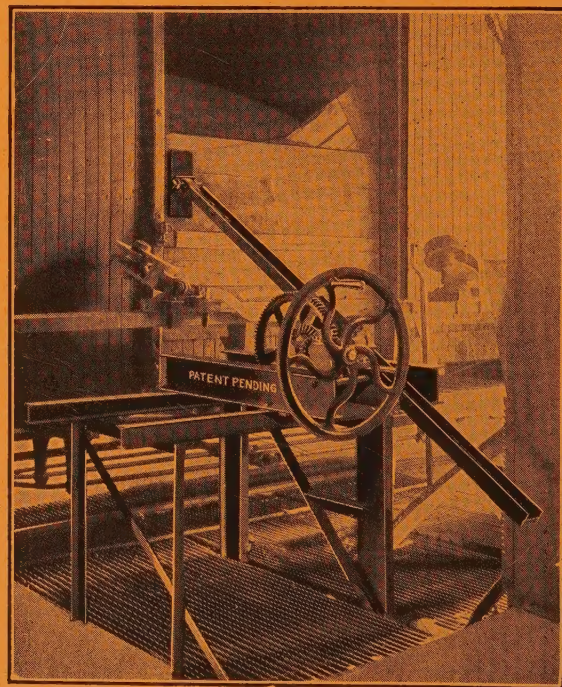
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In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

*HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them. The cost is only \$10 per year.*

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Barefield Grain Co., grain, hay, field seeds.\*  
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Hardeman-King Co., millers and grain dealers.\*  
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Houlton Grain Co., wholesale grain.\*  
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Farmers Union M. & E. Co., millers, grain mchts.  
Rocky Mountain Grain Co., export and domestic grain.\*

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Des Moines Elevator & Grain Co., corn and oats.\*  
Lockwood Grain, Inc., merchants.\*

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Caughey Co., Frank T., grain and field seeds.\*  
Blinn, Fred W., grain dealers.\*

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Union Equity Exchange.

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### FORT DODGE, IOWA.

Mulholland Grain Co., grain merchandisers.

### FORT MORGAN, COLO.

Lieber Grain Co., export & mlg. wheat, coarse grain.\*

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### FORT WORTH, TEX.

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Carter Grain Co., C. M., brokerage, consgnmts.\*  
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Dorsey Grain Co., strictly brokers, consignments.  
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Federal Commission Co., brokers, consgnmts.\*  
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Isbell Grain Co., grain merchants.  
Kimball Milling Co., grain merchants, pub. storage.  
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Rogers Co., E. M., strictly bkg. and consignments.\*  
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Tillery Grain & Com. Co., export, bkgm. consgnmts.\*  
Universal Mills, "Superior Feeds."\*  
West Grain Co., consignts., merchants, brokers.

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Shaw, Thomas F., export grain.\*

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Hoagland, R. B., wholesale grain.

### GREEN BAY, WISC.

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### GREENVILLE, O.

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### HASTINGS, NEBR.

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Beatty-Archer Co., grain brokers only.\*  
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Steinhart Grain Co., commission and brokerage.\*  
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Christopher & Co., B. C., kafir, feterita, mlio.\*  
Davis Grain Co., A. C., grain commission.  
Davis-Hunt Grain Co., consignments, futures.  
Davis-Noland-Merrill Grain Co., grain mchts.\*  
Denton Grain Co., Oliver, consignments.\*  
Ernst Davis Commission Co., consignments.  
Lichtig & Co., H., kafir, mlio, screenings.  
Logan Bros. Hart Grain Co., receivers and shippers.\*  
Moore-Seaver Grain Co., grain receivers.\*  
Norris Grain Co., wheat, oats, barley, corn.\*  
Rocky Mountain Grain & Com. Co., consignments.  
Scouler-Bishop Grain Co., consignments.\*  
Shannon Grain Co., consignments.  
Uhlmann Grain Co., grain merchants.\*  
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Wilser Grain Co., consignments.\*  
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Zorn & Co., S., receivers and shippers.\*

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Scroggins Grain Co., grain merchants.\*  
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Sheffield Elevator Co., shippers of grain.\*  
Stuhr-Seidl, shippers grain and feed.\*  
Van Dusen-Harrington Co., grain merchants.\*

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### NEW CASTLE, PA.

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(Continued on next page.)



# Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

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### Produce Exchange Members.

Abel-Whitman Co., Inc., The, grain, feed, bkg.  
Jones & Co., M. B., buyers—quote us.\*  
Therrien, A. F., broker.

## NORTH PLATTE, NEBR.

Leyboldt Co., D. M., whse. shprs. hay, seeds. gr. broks.

## OKLAHOMA CITY, OKLA.

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Bennett & Co., Jas. E., grain, stocks, provisions.  
Hardeman-King Co., millers, grain dealers.\*  
Jackson Grain Co., grain merchants.  
Mid-State Grain Co., The, grain & feed mchts.  
Polson Grain Co., mill wheat specialists.  
Scannel Grain Co., E. M., grain and feed.  
Stinnett Grain Co., grain merchants.\*  
Vandenburgh, Jesse, milling wheat.  
White Grain Co., wheat, corn, oats, kafir.\*  
White-Richert Grain Co., coarse grain, field seeds.  
Winters Grain Co., grain merchants.

## OMAHA, NEBR.

### Grain Exchange Members.

Crowell Elevator Co., receivers, shippers.\*  
Trans-Mississippi Grain Co., receivers and shippers.\*  
Uppike Grain Co., milling wheat.\*

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Cole Grain Co., Geo. W., receivers and shippers.\*  
Dewey & Sons, W. W., grain commission.\*  
Feltman Grain Co., O. H., grain commission.  
Luke Grain Co., grain commission.\*

## PEORIA (Continued)

Miles, P. B. & C. C., grain commission.\*  
Turner Hudnut Co., receivers and shippers.\*  
Rumsey, Moore & Co., consignments.\*

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### Commercial Exchange Members.

Richardson, Geo. M., grain and feeds.\*  
Stites, A. Judson, grain and millfeed.\*

## PITTSBURGH, PA.

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McCague, Ltd., R. S., grain, hay.\*  
Stewart & Co., Jesse C., grain and mill feed.\*

## PONTIAC, ILL.

Balbach, Paul A., grain buyers, all markets.

## ST. JOSEPH, MO.

### Grain Exchange Members.

Gordon Grain Co., grain commission.\*

## SALINA, KAN.

Branson Co., Ted, corn, oats, kafir, hay.

## SAN ANTONIO, TEX.

King, Douglas W., carlot distribtr., hay, grain, seeds.\*

## ST. LOUIS, MO.

### Merchants Exchange Members.

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Langenberg Bros. Grain Co., grain commission.\*  
Martin Grain Co., grain commission.\*  
Morton & Co., grain commission.\*  
Nelson Commission Co., grain commission.\*  
Picker & Beardsley Com. Co., grain and grass seed.\*

## SIDNEY, OHIO.

Chambers, V. E., wholesale grain.\*  
Custenbolder & Co., E. T., buyers-sellers grain.\*  
Wells Co., The J. E., wholesale grain.\*

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## TOLEDO, O.

### Produce Exchange Members.

Southworth & Co., grain and seeds.\*  
Wickenhiser & Co., John, grain receivers, shippers.\*  
Zahn & Co., J. F., grain and seeds.\*

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Derby Grain Co., wheat, corn, oats, and millfeed.\*  
Kansas Terminal Elevtr. Co., gr. mchts., public storage.

## WATERLOO, IOWA.

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Baker Grain Co., The A. F., wheat, corn, oats, kafir.  
Blood Grain Co., I. H., receivers and shippers.  
Braly Grain Co., consignments.  
Craig Grain Co., The, grain merchants.  
Kelly Grain Co., Edw., mlg. wheat a specialty.  
Smith-McLinden Grain Co., wheat, corn, oats, kafir.  
Wichita Terminal Elevtr. Co., general elvtr. business.\*

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309 So. La Salle Street CHICAGO, ILL.

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the interest of your market at heart, support it earnestly, help to advertise it thoroughly, and above all do not convey the impression that it is an indifferent market by giving it 30 cents worth of advertising.

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for car lot dealers

Is a record book designed to afford ready reference to the record of any car number. Facing pages 11x15½" of heavy ledger paper are each ruled into five columns, those on the left-hand page being numbered 0, 1, 2, 3 and 4; while columns on the right-hand page are numbered 5, 6, 7, 8 and 9. Each column is ruled into three distinct divisions with the following sub-headings: "Initial," "Car No." and "Record."

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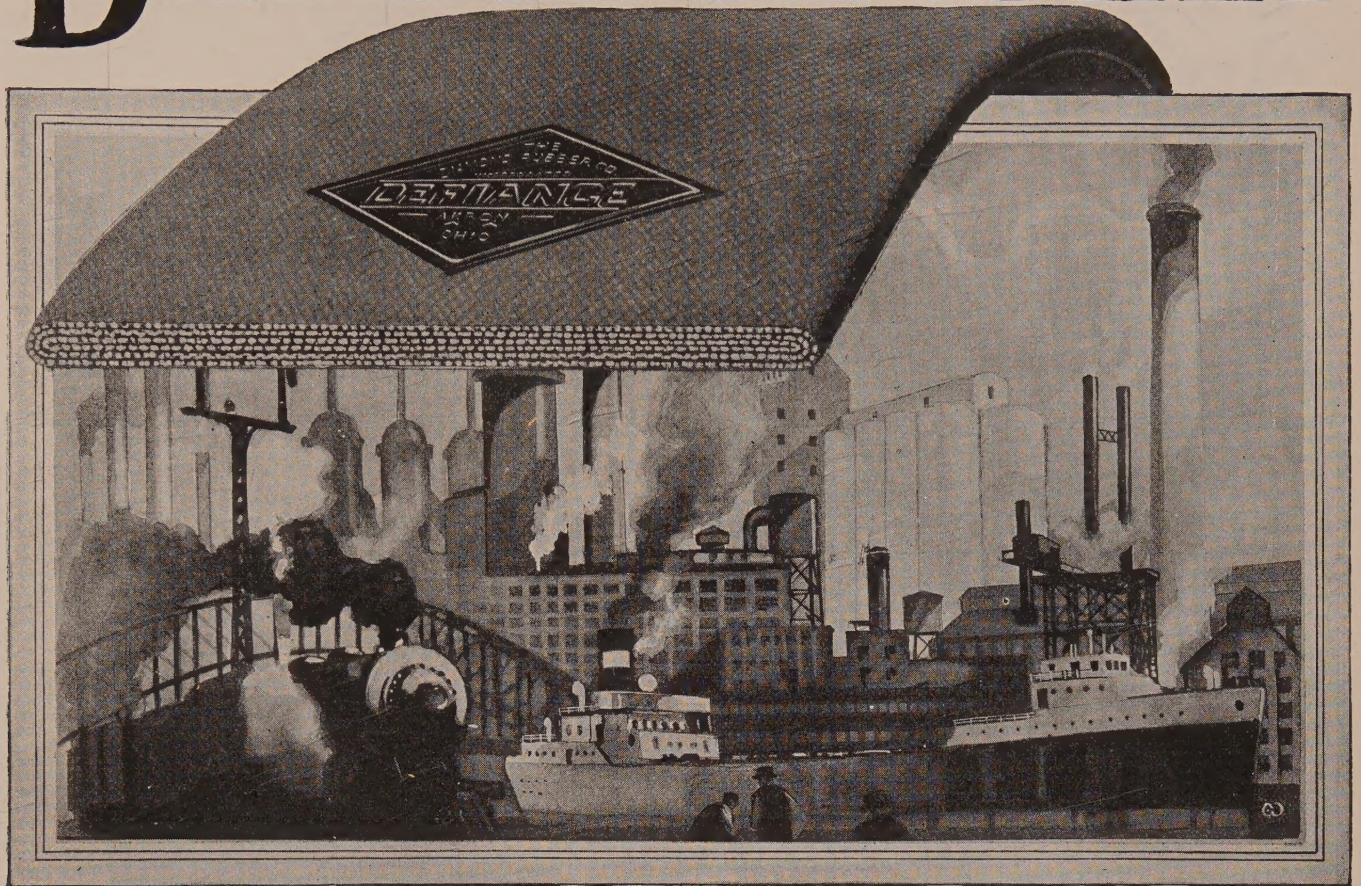
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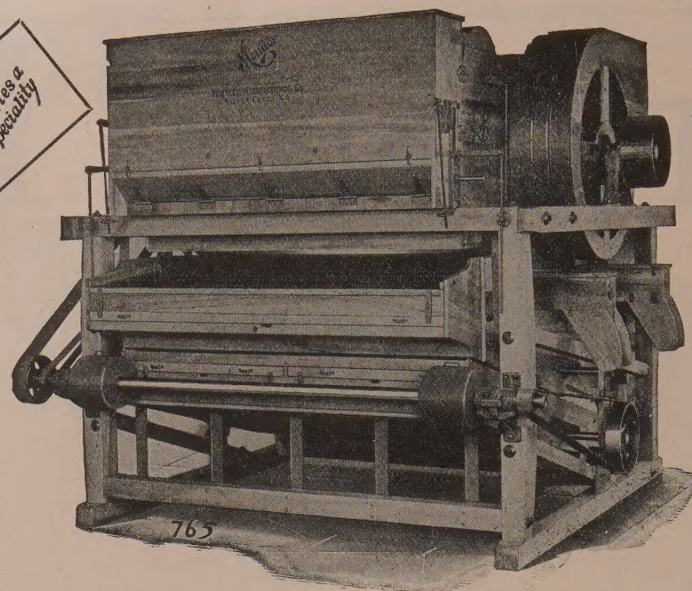
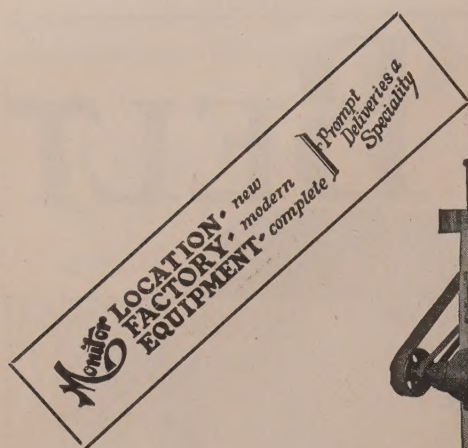
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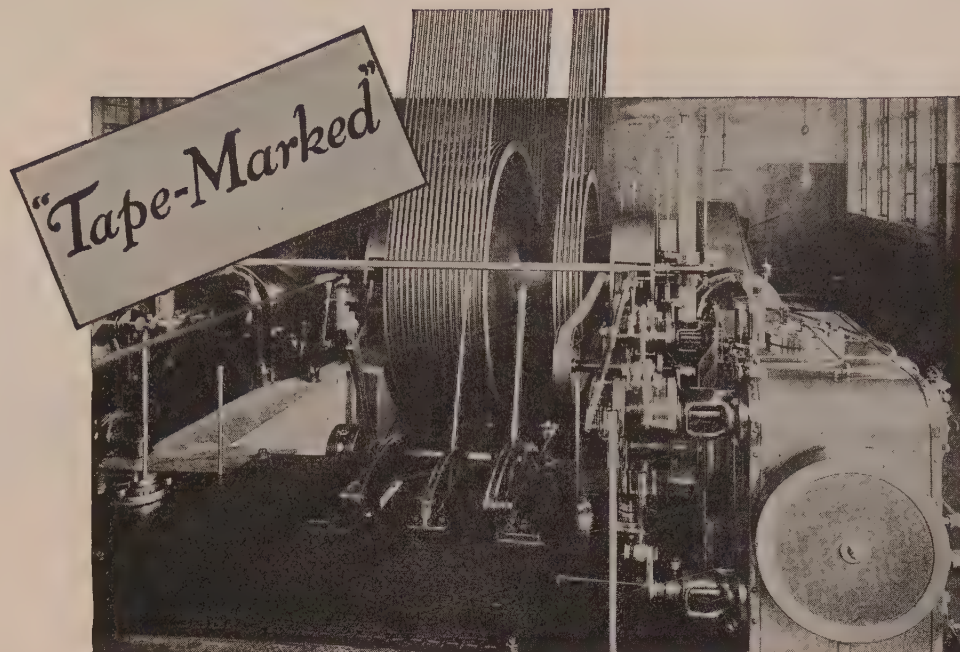
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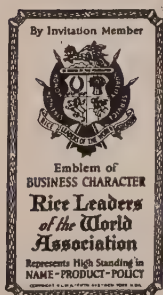


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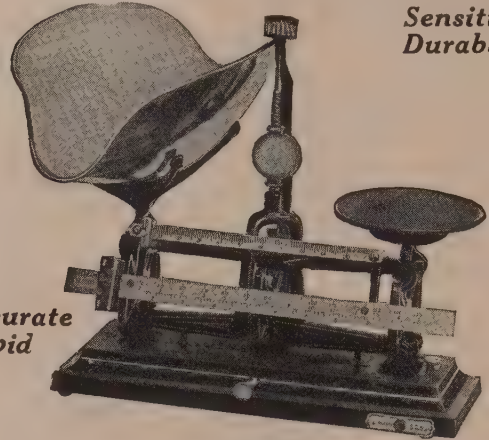
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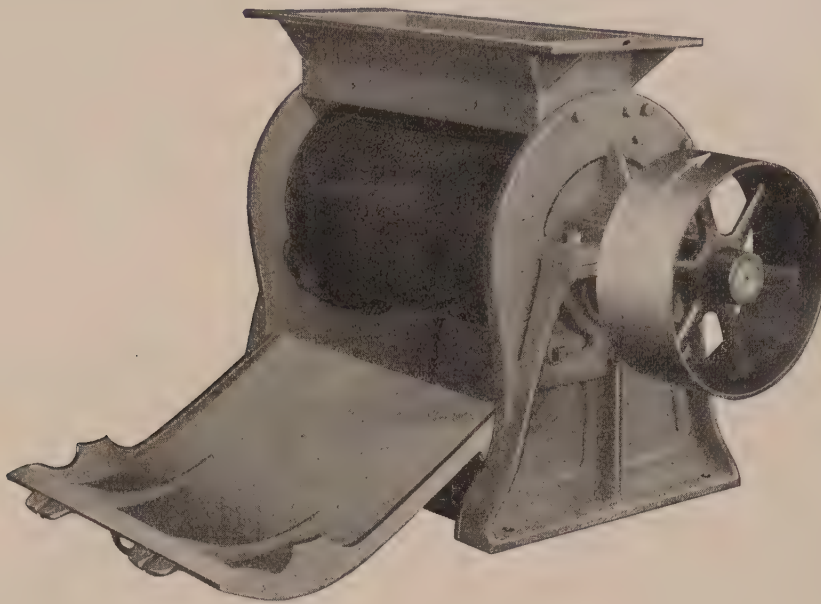
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One-piece screen with more perforated area than any other cutter.

Screen in closer contact with knives.

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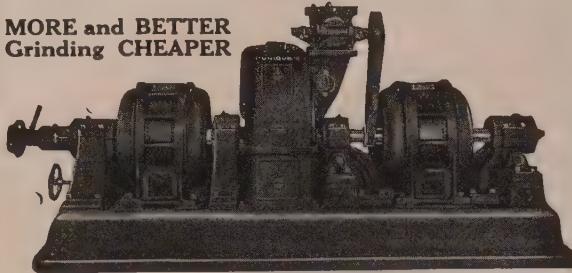
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The patented curved arm runnerhead admits of producing a greater volume of grinding.

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The improved grinding plates—the high grade ball bearings—and the general substantial construction insure that this increased amount of uniform grinding will be done at the lowest possible cost for general maintenance.

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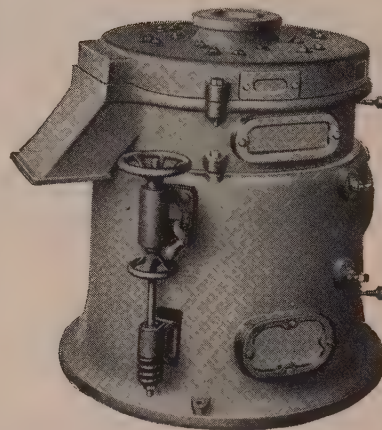
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Has all of the features of a double head attrition mill in little space and at low cost.

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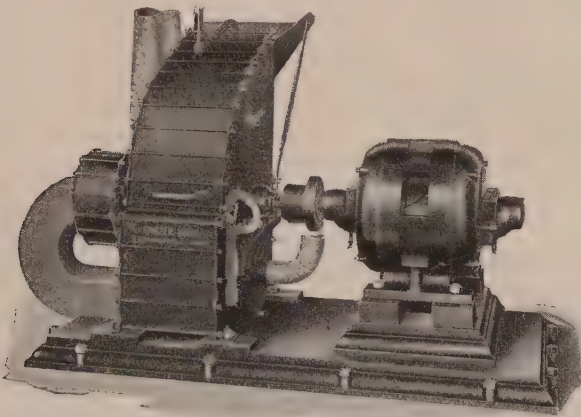


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Buy from a firm of established reputation and take no chances. The name "Bauer" means "Service" in Feed Grinding Machinery.



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Heavy steel construction throughout, double strength where necessary.

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Many exclusive "Bauer" features.

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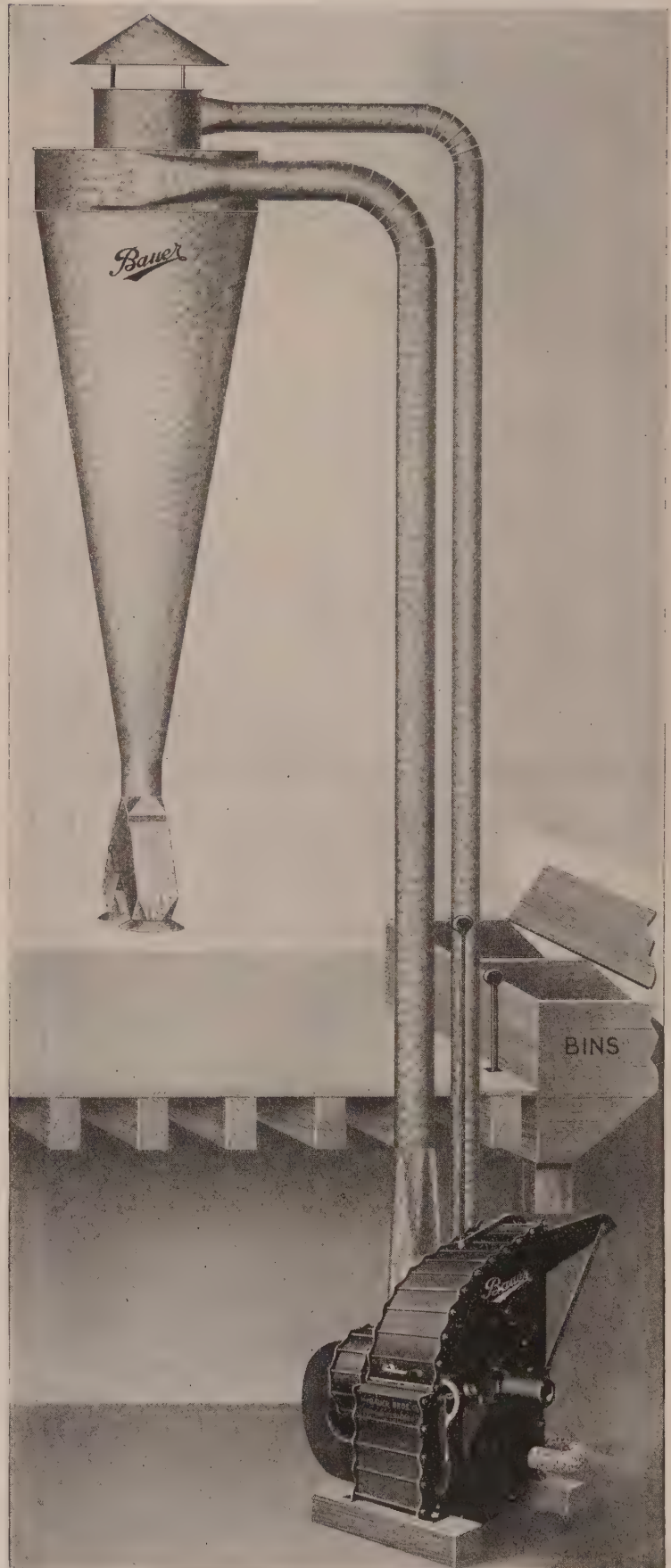
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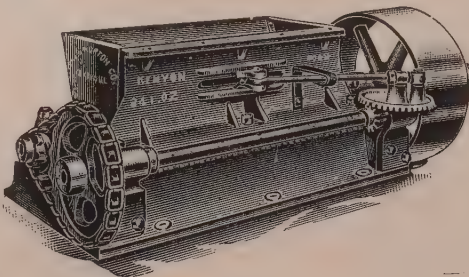


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Farmers are learning the greatly increased value of ground feed. That means more work for you if you are equipped to handle this work rapidly and easily.



### KENYON CORN CRUSHER

will crush corn in any condition—with cobs and husks, ready for your attrition grinder. And it does it faster, with less power.

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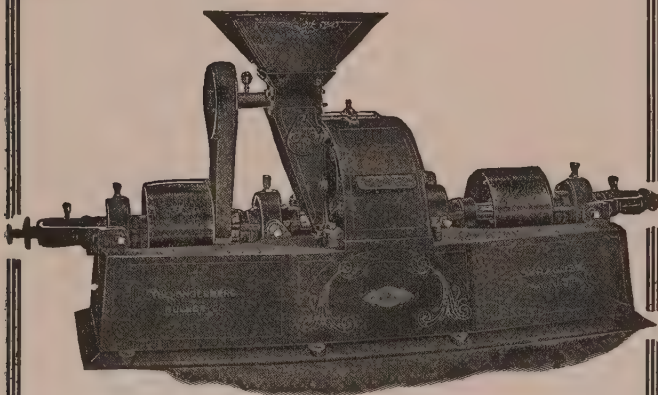
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Positive Feed  
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Its best friend is the man who has used other makes.

Grinding Plates alike on both sides, and being reversible, gives FOUR cutting edges.

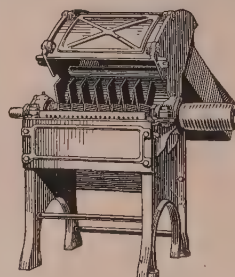
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The World's Greatest Feed Grinder

Grinds any grain to any fineness—also alfalfa, etc., separately or together. Makes home grown mixed feed. Five sizes, elevator or blower.

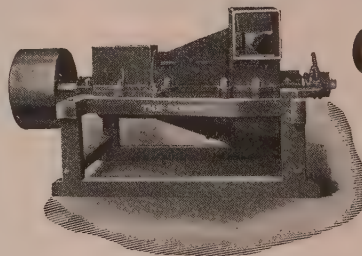
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Most capacity—less power. No loose working parts. Timken roller bearings. 12 years of successful service.

Distributors Wanted.

Write for bulletin and samples of ground feed.

The W-W Feed Grinder Co., Manufacturers, Wichita, Kans.



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Prompt Service  
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Have Your Elevator Equipment Furnished and Installed

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Successors to the Philip Smith Mfg. Co.



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the latest  
G-E Equipped  
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**Capacity:** 2,500,000 bushels  
**Location:** Port Richmond Marine Terminal of The Reading Company, Philadelphia, Pa.  
**Designers & Engineers:** Fegles Construction Company, Ltd., Minneapolis, in collaboration with S.T. Wagner, Clark Dillenbeck, and F. Jaspersen, Manager of The Reading Company  
**Builder:** M.A. Long Company, Baltimore  
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# GENERAL ELECTRIC

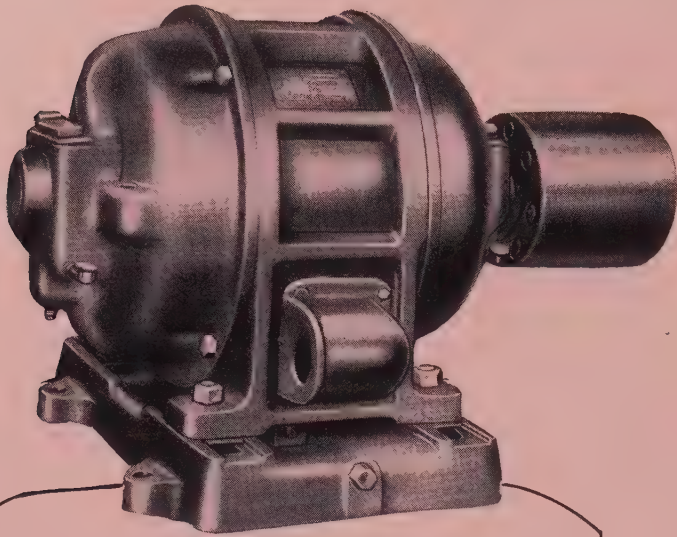
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# G-E Motorized Power

## 100,000

### The Story of



General Electric's FTR motor is a squirrel-cage type motor with one winding near the surface of the rotor and another imbedded deeper in the rotor. At start, the choking effect of the deeper winding forces most of the current through the surface winding. This surface winding has a high resistance; hence a high starting and accelerating torque results. The combined effect of the two windings limits the starting current to a low value.

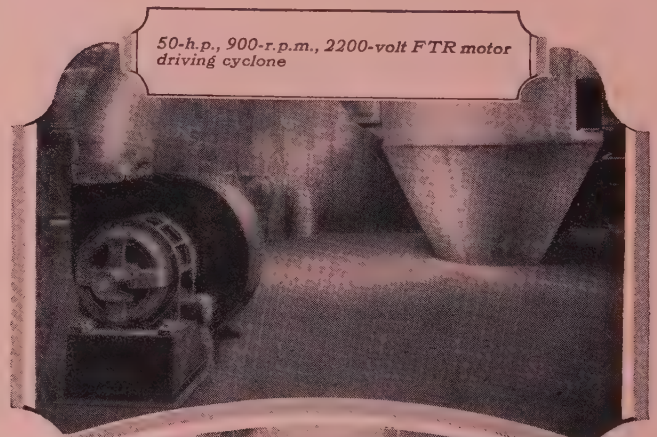
As the motor comes up to speed, the choking effect of the deeper winding automatically decreases, permitting more and more current to flow through it. At full speed, this deeper winding is the most active part of the circuit and, being of low resistance, enables the motor to perform with the high efficiency and close regulation of the standard squirrel-cage motors.

Be sure to have a G-E engineer explain to you, in more detail, the advantages of this motor.

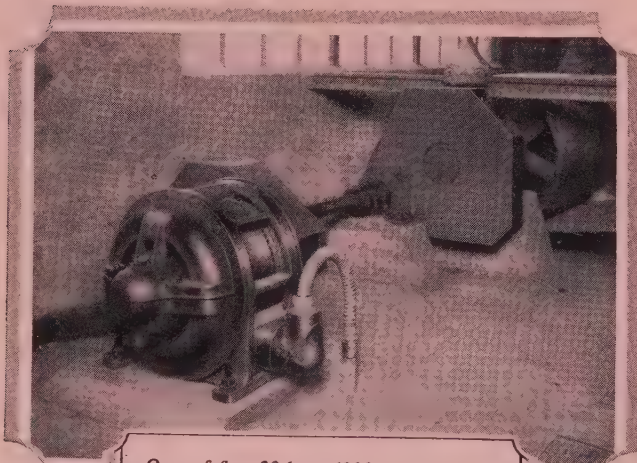
One example will do to show the savings effected. Each 25,000-bushel receiving leg in this elevator would ordinarily require a 350-h.p. squirrel-cage motor for starting. After starting, 200-h.p. would carry the load: 150 extra horsepower to pay for! 150 excess horsepower required only during the starting period!

Upon the recommendation of G-E engineers, Type FTR motors were installed throughout the elevator. A 200-h.p. motor was sufficient for an elevator leg, and comparable savings in horsepower were obtained on all the drives.

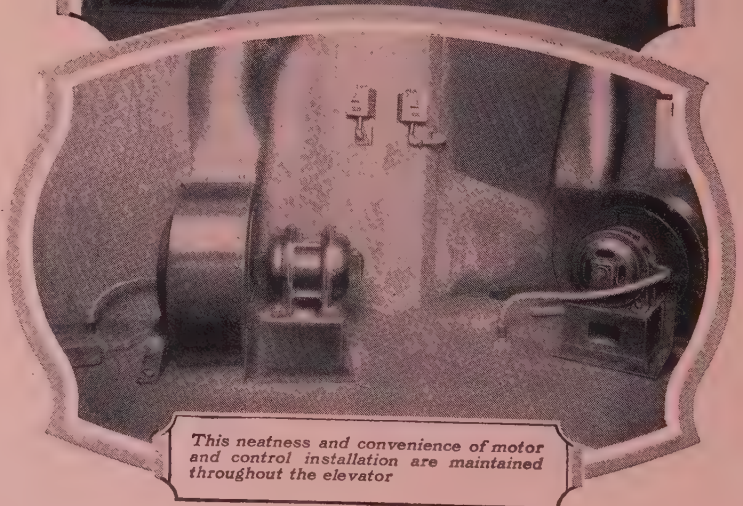
Consider the savings: Smaller motors; smaller demand charge; less copper in the feeder circuits; better power-



50-h.p., 900-r.p.m., 2200-volt FTR motor driving cyclone



One of five 30-h.p., 1200-r.p.m., 2200-volt FTR motors geared to 25,000-bu. belt conveyors



This neatness and convenience of motor and control installation are maintained throughout the elevator

# GENERAL

GENERAL ELECTRIC COMPANY, SCHENECTADY, NEW YORK

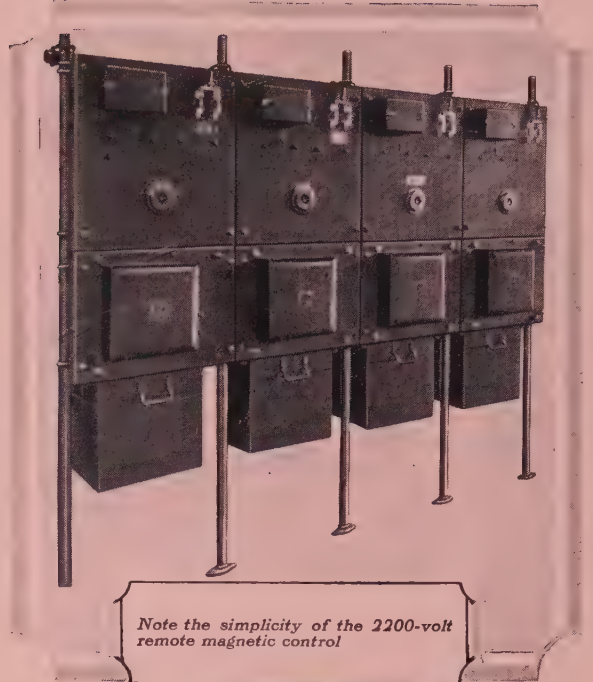


# Saved this Elevator Dollars Type FTR Motors

factor and hence better power rates; less power consumption.

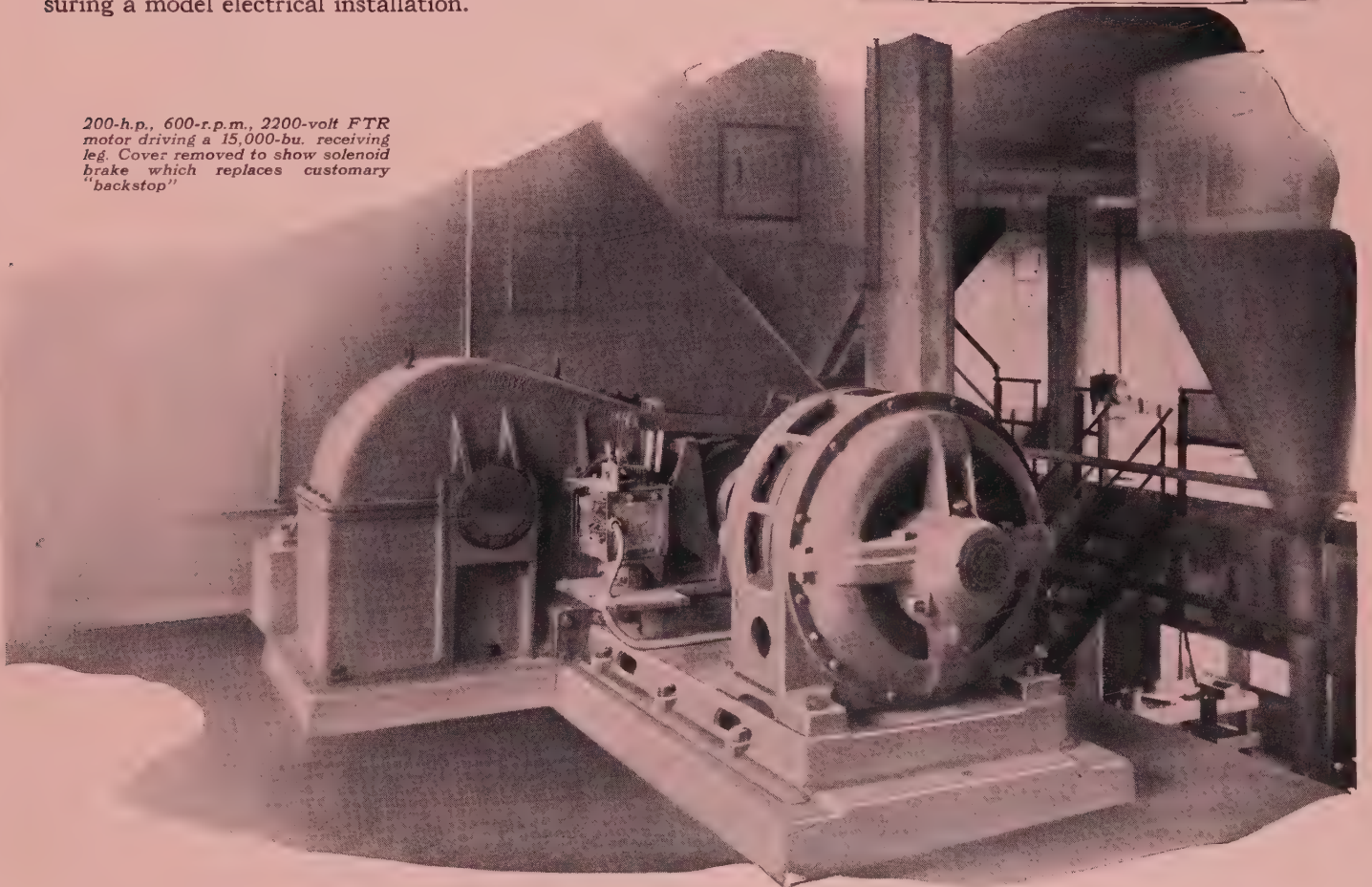
Another big saving entered—Type FTR motors draw low current at starting. This means that the simplest of across-the-line starters could be used, thus achieving a great saving in the cost of control apparatus. Small wonder that 25% of the cost of the entire electrical contract was saved by the selection of G-E Motorized Power.

Before building an elevator, be sure to call in the engineer from your nearest G-E office. You will find his services invaluable in saving you money and insuring a model electrical installation.



*Note the simplicity of the 2200-volt remote magnetic control*

*200-h.p., 600-r.p.m., 2200-volt FTR motor driving a 15,000-bu. receiving leg. Cover removed to show solenoid brake which replaces customary "backstop"*



# ELECTRIC

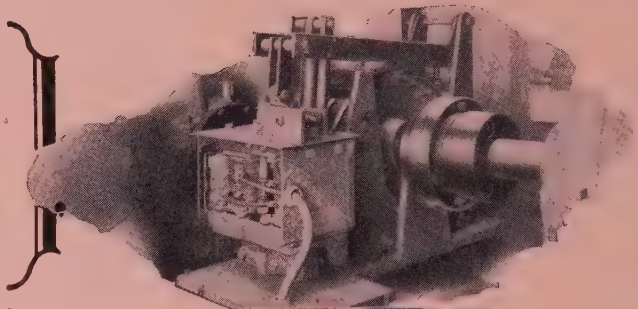
SALES OFFICES IN PRINCIPAL CITIES



# Consider these new developments for your elevator

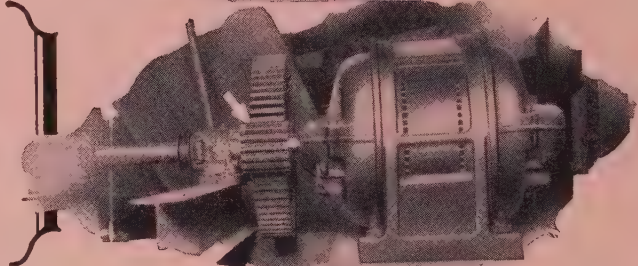
1

Have you ever seen a solenoid brake on a head drive? Probably not, yet the far-sighted engineers of the Port Richmond elevator have installed them on all the elevator legs. No anxiety about grain piling up, with these powerful, quick-acting electrical safeguards on the job. They cost no more than other safety devices in current use. Be sure to have a G-E engineer explain their advantages if you plan to build an elevator.



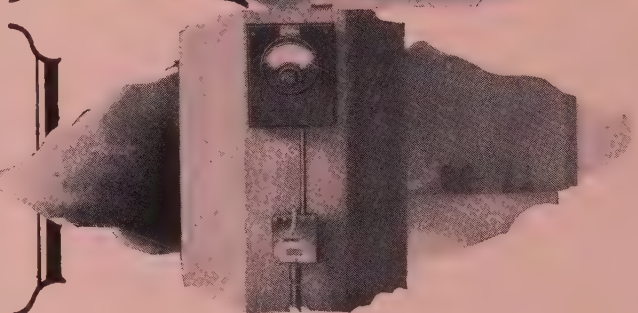
2

Every G-E motor in the elevator has a G-E Fabroil pinion on its shaft. Fabroil pinions are made of layers of cotton compressed under immense pressure between steel shrouds. They are very quiet, will absorb the shocks of operation, and will stand up much longer than the usual steel or cast-iron pinion. Their resilience protects the machinery from racking vibration.



3

Here is one of the simplest, safest, most dependable and tamper-proof motor control stations yet developed for grain elevator service. It is dust-tight; removal of the cover necessitates removal of operating handle—thus rendering the switch inoperative; it can be locked in the open position. Perfect safety is assured in placing this station throughout the elevator. Approved by the Underwriters' Laboratories.



Ammeters are provided with all leg drives. Located near operating stations, they enable the operators to observe motor performance and to gauge load conditions on the legs.

Apply the proper G-E motor and the correct G-E controller to a specific task, following the recommendations of G-E specialists in electric drive, and you have G-E Motorized Power. Built in or otherwise connected to all types of industrial machines, G-E Motorized Power provides lasting assurance that you have purchased the best.

It always pays to specify

**G-E Motorized Power**

It insures the most advanced, efficient, and smooth-running of electrifications; it guarantees years of dependable and economical operation—and it costs no more.



**Motorized Power**

*—fitted to every need*

# GENERAL ELECTRIC

GENERAL ELECTRIC COMPANY, SCHENECTADY, N. Y., SALES OFFICES IN PRINCIPAL CITIES

200-132



## Do Not Take Chances

on verbal contracts for future delivery of the grain you are now purchasing. Mr. Farmer is very liable to forget them if the market should advance or his crop be a failure. Our Duplicating Grain Contracts will save you time, worry and money and should be used on every purchase.

They certify the Farmer "has sold ..... Bushels of ..... at ..... cents per bushel, to grade No. ...., to be delivered at ..... on or before .....". They also certify that "If inferior grain is delivered, the market difference at which such grain is selling on day of delivery shall be deducted."

Put up in books of 100 duplicate sets. Originals of bond paper are machine perforated so they may be easily torn out, while the manila duplicate remains firmly bound in the book. Both sheets contain a printed form on the back for entering all grain delivered on the contract. Check bound with 3 sheets of carbon. Order FORM 10 DC, Price \$1.15.

**Grain Dealers Journal**  
309 South La Salle St. Chicago, Ill.

## Clark's Decimal Wheat Values

(Fourth Edition)

Is a book of 38 tables, which reduce any weight from 10 to 100,000 pounds to bushels of 60 lbs. and show the value at any price from 50 cts. to \$2.39.

Each table is printed in two colors, pounds and rules in red, bushels and values in black. All figures are arranged in groups of five and divided by red rules to expedite calculations.

These tables have the widest range of quantity and price, are so compact and so convenient no Wheat Handler can afford to attempt to do business without them. By their use you prevent errors, save time and avoid many hours of needless figuring.

These tables can be used with equal facility in determining the number of bushels and the value of Wheat, Alfalfa Seed, Clover Seed, Canary Seed, Beans, Grapes, Peas, Split Peas and Potatoes.

Printed on linen ledger paper, 40 pages, bound in vellum, size 9x11½ inches, shipping weight 1 pound.

Price \$2.00.

Order Form 33X.

**Grain Dealers Journal**  
309 S. La Salle St. Chicago, Ill.

## Illinois - Indiana Grain Dealers Hold Joint Session

(Concluded from page 561.)

lomb; William F. Sieman, Del Rey; Henry J. Schultz and W. F. Tegge, Papineau.

**Indiana Shippers include:** Ross B. Hagen, N. C. Atkinson and J. C. Colbourne, Morocco; W. A. Blankenbaker, Mt. Ayr; Fred Burger, Goodland; Lee Evans, Remington; C. C. Harlan, Chester C. Harlan and Frank B. Starz, Kentland; C. W. Starz, Fowler; T. E. Samuel and D. W. Waymire, Rensselaer.

### Danville Meeting.

About half the number attending the Sheldon meeting gathered in the offices of the J. C. Shaffer Grain Co., in Danville, Ill., on Nov. 8, for a similar district session.

Sec'y Culbertson called the meeting to order at 8:00, delivering his forceful talk on the right of the country grain dealer to make a living wage from his efforts and capital. He grieved that fewer dealers knew or considered their handling costs, preferring to risk making ends meet and "shooting at the blackboard" for a return on their investment which rightfully should be derived through collecting ample toll per bushel. "It's insane to give away your profits for the sake of doing business!"

"Bill" Hirshey, Chicago, spoke of the quality and condition of the old corn, and stocks thereof; of the better quality of the new; of the present technicality of grades, and the spread between; of a lax export demand throughout Kansas and Nebraska. Mr. Hirshey also believes discounts will not be as severe this year as they were last, as this new corn is going to be helpful in working off the old. The Southwest will not ship so much new corn to Chicago, as originally reported, because they haven't got it.

Walter M. Moore, Covington, President of the Indiana Grain Dealers Ass'n: Corn is short in the Wabash bottoms.

Just a word on membership in your state organization. The assns of both states were formed primarily to help grain shippers, and to encourage honesty in dealings. To that end there is no grain dealer but what has profited. Members sometimes complain that they can see no benefits, no concrete results. Of course, constructive criticism is always welcome, is encouraged and acted upon. It's the fellow who is not willing to give that does not receive a large dividend in return from his membership. It's the fellow who is figuratively and literally on the outside of where things are going on who hesitates. Persons on the legislative committees are giving unstintingly of their time every year to better conditions in the trade, to watch over it, and protect it from crafty politics. And the men who thus devote their energy are worth vastly more per minute than the complaining dealer is worth a day.

Look what has been done for the trade in defeating this Scale Tolerance proposition of the carriers. Were it not for the resourcefulness of Henry L. Goemann, the grain trade would have been a heavy loser on this score. The move is coming again, and the trade must be ready, must support the defensive, and defeat the measure. Still, the dormant grain dealer probably would never know this was going on, for grain men as a rule seldom brag over their accomplishments.

The "Set-Off" privilege is being challenged by the railroads now. That's the right to load or unload at one station and finish at another. One fellow can't defeat the railroads' purpose; it takes organization. You need the Ass'n now, and it needs you.

George E. Booth, Chicago: The state and national organizations are accomplishing things, and much faster than most realize. Improvements come gradually when measured in terms of time, but with finality and everlasting benefit. State ass'ns are working for a living for the country shipper. Of course, another advantage of membership in the state organ is the privilege of using the arbitration facilities of the "National," in the event the dispute is with a member thereof. By boosting your ass'n and obtaining more members, a united front in the grain trade is possible, and naturally more effective in obtaining favorable legislation.

This cold weather has helped the new corn. That warm weather we were having didn't cure any of it. There has been some corn cribbed that had to be taken out and scattered to keep from heating, moulding, rotting, because it was put away before it should have been.

The Chicago Board of Trade Receivers Ass'n have endorsed the reducing of the number of grades of corn deliverable from 6 to 4, widening the damage content, spread, etc., because its membership is firmly convinced that fewer grades are desirable. There will be hearings conducted in regard to this move. Back up the movement for the benefit of the entire trade.

Mr. Booth reviewed the activities of the Farm Board, Sec'y Jardine, the theoretical and impractical proposals of Farm Relief and the con-

sequent establishing of the government in business with many of those in attendance. Mr. Booth, as he capably presented the situation the previous evening at Sheldon, covered the broadening effects on the Corn market the imposition of a prohibitive tariff on Blackstrap molasses would have. Raising the duty on Argentine importations is another good move to back, for the benefit of your farmer patrons. The development of the inland waterways systems is still a third. If the grain men would only get behind some real, simple, practical and sound measure, the rest of the country would be at their feet in praise, politicians excepted.

A summary of the crop reports indicates there is very little old corn and oats back that will come on the market. Husking returns indicate an average of around 23-25 bushels to the acre, with extremes starting at 15 and going to 35 bushels. There has been a material increase in the acreage seeded to wheat, on both sides of the state line, ranging from normal (for 10 years) and 150 per cent increase and averaging around 120. The blown corn does not seem to be irreparably injured, favorable weather granted. Corn quality on the whole was better than anticipated, with little chaffy and washed out. Anticipated movement of the new corn rather slow. Corn is conditioning and curing slowly, with farmers cribbing before dried out with result of cob rot, mould, etc. Some storing is being done, but very limited amounts. The grinding business at local country points has never been better. The reduction of corn grades, increasing the tariff on Blackstrap molasses, etc., came up for their share of discussion at this meeting too. The problem of getting around the Indiana law on living up to what constitutes a legal bushel also came up to be settled. Most of the Central Indiana dealers, it seems are buying by the hundred-weight, which seems agreeable all the way around. The vital importance of knowing operating costs per bushel and of maintaining sufficient margin to care for overhead was stressed without end. The thought of 'you get out of your ass'n just what you put in' concluded the program.

Kenny Pierce, Chicago, interestingly reviewed the Southwest corn situation, receipts of new corn at the terminals, the bidding basis, etc., similarly to his talk at Sheldon.

Ed. K. Shepperd, Indianapolis, was finally given opportunity for a rebuttal to Walter Moore's southern hospitality stories, and Ed made the most of it; but those poor elephants!

Lew Hill, Indianapolis, was given this opportunity to explain whether or not there is a corn-distillery plank in the Democratic platform, and if not, why? Lew finally decided to run for President on that plank alone: "100% for the farmer—Distilleries for the poor suffering farmer's corn," etc.

Bill Maibucher, Indianapolis, expressed himself as not being so certain the country trade wants this proposed reduction in the number of grades of corn deliverable, for then the damage content between grades would be of greater variance than at present. The fellow delivering the stuff right on the grade line wouldn't care, but the one just a fraction below would probably suffer because of an increase in the spread between the price of different grades under this system.

Frank Witt, Indianapolis, carried the thought a bit further, before prophesying that damage should not be such a factor this year, and that the discounts would probably narrow down.

Chicago representatives included: Kenny "Red-Hot" Pierce, Donovan E. Jacobs, Joe Adams and C. Bury, James E. Bennett & Co.; George E. Booth and Leonard L. Duncan, Lamson Bros. & Co.; "Bill" Hirshey, Fay Current, T. V. Appell and A. H. Barlow, J. C. Shaffer Grain Co.; Jesse H. Summers, E. W. Bailey & Co., and George Slingloff.

Indianapolis representatives included: Ed K. Shepperd, Lew Hill, Charlie McEwan, Frank Witt, Lester H. Rich, Bill Maibucher, Billy Wilson and R. B. McConnel.

Illinois shippers were: Chester Maddox, Sidell; S. M. Maddox, Fairmount; R. T. Barton, Bismarck; J. C. Jones, Ridge Farm; P. A. Woodruff, Meeks Station; B. E. Etchinson, Stewart; H. C. Reid, Georgetown; Sam M. Lockhart, Wellington; C. J. Beebe, Claytonville; Russell B. Rodgers, Oakwood; W. L. Jackson, Catlin; Wright E. Morris, Westville, and Edgar Block, Indiana.

Indiana shippers included: John Sells, Tab; F. E. Jones, Boswell; H. E. Hartley, Talbot; D. P. and C. Del Williams, Newport; Buck Davis, Judyville; C. A. Wooster, Gessie; C. J. Hile, Ambia; Walter M. Moore, Covington, and Lester Moore, Perrysville.

Cigars and pencils were distributed by the J. C. Shaffer Grain Co.

Some freak cars of corn were displayed by Del Williams.

Kenny Pierce entertained the post-convention gathering.



## WHY-A-LEAK —STOP IT—

### BAD ORDER CARS

cause the loss of many hard earned dollars to shippers of grain and seed.

**MUCH OF THIS LOSS** can be saved by the use of Kennedy Car Liners. These car liners practically condition a bad order car and enable shippers to load cars that otherwise would be rejected.

**KENNEDY SYSTEM** of car liners prevents leakage in transit and are made for all cases of bad order cars, consisting of full Standard Liners, End Liners and Door Liners.

**WILL YOU NOT** give us an opportunity to submit full details of our system and the low cost for this protection? We are confident this would demonstrate to you the efficiency and money saving merits of our car liners.

**THE KENNEDY CAR LINER &  
BAG COMPANY**

SHELBYVILLE, IND.

Canadian Factory at Woodstock,  
Ontario



**CONE-SHAPE  
GRINDERS**

**It PAYS to GRIND ALL GRAINS**

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of Shaft; thus More Capacity, Lighter Draft, Longer Life.

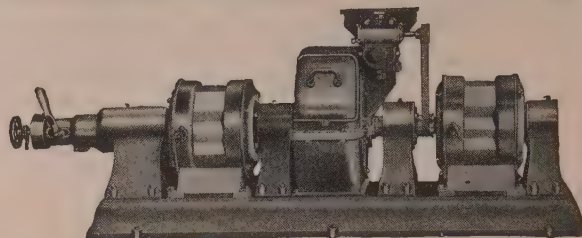
"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used a No. 4 ten years with less than One Dollar per year for repairs." *E. W. Watt, Jacobburg, O.*

10 sizes; 2 to 25 H. P. Write for free catalogue. G. N. P. BOWSHER CO., SOUTH BEND, IND.



**West &  
Nesbitt**  
Use Two  
Monarchs  
for  
**Low Cost**  
**Feed  
Grinding**

**Monarch  
Ball  
Bearing  
Attrition**



**Mills for Low Cost Feed Grinding**

In this progressive feed plant the cost of grinding corn, oats, barley and other grains is kept to a minimum by two Monarch Ball Bearing Attrition Mills.

In their own words they say:—

"Replying to your letter of the 23rd inst., beg to advise we have been running two Monarch ball bearing attrition mills nearly a year and they have never failed us. We are more than pleased with them in every way."

West-Nesbitt, Inc.

Ask for Special Catalog ID-123. No obligation incurred.

**SPROUT, WALDRON & CO.**

1202 Sherman St., Muncy, Pa.

Chicago Office  
9 S. Clinton St.

Kansas City Office  
612 New England Bldg.

San Francisco Office  
726 Harrison St.



## Clow-Winter Manufacturing Co. Minneapolis, Minn.

*Air Dumps—Head Drives—Distributors—Air Car Pullers*

## GRAIN ELEVATOR BUILDERS

**A. F. ROBERTS**  
**ERECTS**  
**FURNISHES**

Elevators  
Corn Mills  
Warehouses  
Plans  
Estimates  
Machinery

SABETHA,

KANSAS

GRAIN and COAL ELEVATORS  
**T. E. IBBERSON CO.**  
CONTRACTING ENGINEERS  
MINNEAPOLIS, MINN.

**WHITE ★ STAR ★ CO.**  
WICHITA, KANSAS

For elevator and mill supplies we issue a net price catalog. If in the market write us for one.

**L. J. McMILLIN**

Engineer and Contractor of  
**GRAIN ELEVATORS**

Any Size or Capacity  
523 Board of Trade Bldg., Indianapolis, Ind.

**This space  
is yours**

If you are the first to apply for it.



## GRAIN ELEVATOR BUILDERS

### RELIANCE Construction Co.

Board of Trade, Indianapolis

Designers and Constructors  
of the better class of grain elevators  
—concrete or wood

### Younglove Construction Company

Grain Elevators, Transfer Houses,  
Coal Pockets, Feed Plants  
Wood or Fireproof Construction

*"If Better Elevators are Built  
They will STILL be Youngloves"*

SPECIALIZING  
Concrete Pits that ARE Waterproof

418 Iowa Bldg.,  
Sioux City, Iowa

Box 1172  
Fargo, N. Dak.

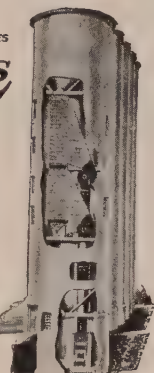
DIRECT HEAT OR STEAM CONTINUOUS FLOW MADE IN ALL SIZES  
**Randolph Grain Driers**  
THIS DISTINGUISHES THE BEST FROM THE REST

#### Recent Terminal Installations

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Seneca Elevator Corp.....Buffalo  
Early & Daniels Co.....Indianapolis  
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Capitol Elevator Co.....Duluth, Minn.  
Reliance Terminal Elevator...Fort William, Ont.  
Consolidated Elevator Co....Fort William, Ont.  
Northwestern Elevator.....Fort William, Ont.  
Northland Elevator.....Fort William, Ont.  
N. M. Paterson Co.....Fort William, Ont.  
Grand Trunk Pacific Elevator, Fort William, Ont.

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O. W. Randolph Company  
TOLEDO, OHIO, U. S. A.



1000 bu. per hr. Direct  
Heat Drier in Tank



### Robin Hood Mills

Mill and Elevator  
Saskatoon, Sask.

Now Under Construction by

**McKENZIE-HAGUE COMPANY**  
MINNEAPOLIS and SASKATOON

### CRAMER BUILT

elevators have won the confidence of discriminating grain dealers for long and economical service.

W. H. CRAMER  
CONSTRUCTION CO.

North Platte, Nebr.

Plans and Specifications Furnished

### Weller Metal Pdts. Co.

Chicago Office Factory  
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**SHEET METAL WORK**  
Grain Elevators a Specialty

### E. H. CRAMER

Hampton, Nebraska  
Designer and Builder of  
Grain Elevators

## HICKOK Construction Co. MINNEAPOLIS ELEVATORS

### BIRCHARD Construction Co.

Architects and Contractors  
Grain Elevators—Mills

B. SAMPSON Lincoln, Nebr.

Upon readers patronage of its  
advertisers depends the success of  
the *Grain Dealers Journal* work.  
Will you mention it?

### The Star Engineering Company

Specialists In

#### Grain Elevator Construction

Our elevators stand every test  
Appearance, Strength, Durability  
and Economy of Operation.

Estimates and information promptly furnished

Wichita, Kansas

L. D. Rosenbauer, Pres. L. W. Ledgerwood, Sec.  
H. P. Roberts, V. Pres. A. E. Owens, Supt. Cons.

### Southwestern Engineering Company

Designers and Builders

Modern Mills, Elevators  
and Industrial Plants  
SPRINGFIELD, MO.

### DESIGNERS

of Grain Elevators, Flour Mills  
Feed Mills, Warehouses  
and Industrial Buildings

**HORNER and WYATT**  
Board of Trade Bldg. Kansas City, Mo.

It Pays to Plan Before You Build

C. T. Stevens

C. E. Roop

C. B. Barutis

**Stevens Engineering & Construction Co., Incorporated**  
Designers and Builders—GRAIN ELEVATORS—WAREHOUSES—FLOUR and FEED MILLS  
1207-8-9 LANDRETH BUILDING ST. LOUIS, MISSOURI





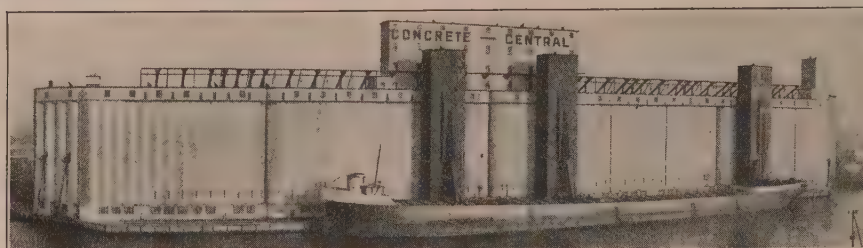
## FOLWELL-AHLSKOG COMPANY

Engineers and Constructors

323 North Michigan Avenue  
CHICAGO, ILLINOIS, U. S. A.

3,000,000 Bushel Concrete Grain Elevator  
Designed and Built for  
A. E. Staley Mfg. Co., Decatur, Ill.

Operated by  
The Eastern Grain,  
Mill and Elevator  
Corporation



Concrete-Central  
Elevator, Buffalo,  
N. Y.  
Capacity  
4,500,000 Bushels

Designed and Built by

## Monarch Engineering Company

Buffalo, N. Y.

Capacity  
5,000,000  
Bushels



Equipped with  
Four Stewart  
Link-Belt  
Grain Car  
Unloaders

### Pennsylvania R. R. Elevator, Baltimore *The Most Modern Elevator in the World*

Designed and Constructed by  
**James Stewart and Company, Inc.**

W. R. Sinks, Mgr. Grain Elevator Dept.

1210 Fisher Bldg., Chicago, Ill.

Designers and Builders of GRAIN ELEVATORS in All Parts of the World



## One of Several Elevators

Designed and Built by us Throughout Canada

The More Recent are

The Reliance Terminal Elevator	Port Arthur
The Jas. Richardson & Sons Elev.	Port Arthur
The Northwestern Elevator	Fort William
The Great Lakes Elevator	Owen Sound

## THE BARNETT-McQUEEN CONSTN. CO., LIMITED

Designers and Builders of Grain Elevators

Fort William, Ont.

Duluth

Minneapolis, Minn.



## 2,500,000 Bu. Terminal Grain Elevator

*Designed for*

**The Philadelphia Grain Elevator Company**

**Port Richmond**

*BY*

**FEGLES CONSTRUCTION CO., Ltd.**

**ENGINEERS—CONTRACTORS**

**Minneapolis, Minn.**

**Fort William, Ont.**



## Santa Fe Elevator "A"

**Kansas City, Kans.**

**Capacity  
6,500,000 Bushels**

**John S. Metcalf Co.**

*Grain Elevator Engineers and Constructors*

**111 W. Jackson Blvd., Chicago    434 St. Francois Xavier St., Montreal    837 W. Hastings St., Vancouver, B. C.**



**The Baltimore & Ohio R. R. Co.'s  
Baltimore, Md.**

## Terminal Grain Elevator

**Capacity 3,800,000 Bushels**

*The Most Rapid Grain Handling  
Plant in the World*

*Constructed by*

**THE M. A. LONG CO.**

*Engineers and Constructors*

**Grain Elevator Department**

**The Long Bldg. - Baltimore, Md.  
Postal Tel. Bldg. - Chicago, Ill.**



## Enid Terminal Elevator Co.

**Enid, Oklahoma**

**Capacity, 1,100,000 bushels**

*An exact duplicate of this elevator was  
also designed and built by us for*

**Southwest Elevator Co., Enid, Okla.**

**Jones-Hettelsater Construction Co.**

*Grain Elevators—Flour and Feed Mills*

**708-9 Mutual Building**

**Kansas City, Mo.**



# Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

## ELEVATORS FOR SALE.

**IOWA**—Several desirable Iowa grain elevators for sale. For particulars, address 59V7, Grain Dealers Journal, Chicago, Ill.

**SOMEBODY'S** always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevator For Sale" columns of the Journal.

**IOWA**—25,000 bu. cribbed grain elevator, feed mill and coal bins for sale. Good condition; excellent territory. Address 58H4, Grain Dealers Journal, Chicago, Ill.

**CENTRAL ILLINOIS**—20,000 bu. cribbed elevator in excellent condition, doing good business. \$8,000 if taken quickly, good terms. Address 59W22, Grain Dealers Journal, Chicago, Ill.

**INDIANA**—Grain elevator, 18,000 bushels capacity, well located, good business, no competition, coal and feed business in connection. Priced to sell. Address 59U22 Grain Dealers Journal, Chicago, Ill.

**MERTON, NEBRASKA**—Modern grain elevator for sale, 15,000 bu. cap.; warehouses, coal bins, feed mill and a block of trackage, all on private grounds along main line of U. P. R. R. Doing a paying business. Address Farmers Elevator Co., Sidney, Nebr.

**MICHIGAN**—Grain elevator for sale; electrically equipped; in an exceptional grain territory with coal, flour, feed and seed business. Doing fine business and reasonably priced. Address 59S1, Grain Dealers Journal, Chicago, Ill.

**OHIO**—18,000 bu. elevator for sale, electrically equipped; located in corn and oats belt; frame metal covered building and machinery in good condition; doing 150 to 200 cars a year; also coal and feed. A money maker. Address Lock Box 115, Bowling Green, Ohio.

**IOWA**—Grain, feed, coal business for sale. Cribbed elevator of 25,000 bu. capacity; fully equipped; electric power; attrition mill; in first-class condition. Flour, seed, feed warehouses and 16 coal bins. Exceptionally good trackage on C. M. & St. P. Business flourishing with large territory and patronage. Under one management since 1882. Sale to settle estate. Clausen Elevator Co., Clear Lake, Iowa.

## ELEVATOR BARGAINS

Linn Grove, Iowa, Buena Vista Co.  
25,000 to 30,000 bu. capacity, standard cribbed elevator, electric power, on C. & N. W. Ry., modern.

Marna, Minn., Faribault Co.  
25,000 bu. cap. modern, standard cribbed elevator and coal shed, electric power, C. & N. W. Ry. Utica, Minn., Winona Co.

Two elevators, both 25,000 bu., standard cribbed, elec. power, coal sheds, C. & N. W. Ry.  
**WESTERN ELEVATOR AND GRAIN CO.**  
Chamber of Commerce Minneapolis, Minn.

**INDIANA**—14,000 bu. elevator for sale, frame building, located on side track of CCC & St. L. RR., can ship over Monon or Big Four, ground lease only \$75.00 per year. Side lines of feed and implements, can put in coal yards if wanted; electricity, new hammer mill, 15 ton truck scales, 35 HP. engine, 60 HP. boiler, all other machinery in good condition. Will invoice merchandise and move what isn't wanted to my other elevator. Will sell at a bargain if taken at once. Can't take care of both places. \$5,200 will buy elevator and machinery. Write or call Milton Brown Realty Co., Greencastle, Ind.

## ELEVATORS FOR SALE.

**SOUTHERN MICHIGAN**—Grain Elevator, coal, feed business; good territory; reasonable. Write 59N8, Grain Dealers Journal, Chicago, Ill.

**NEBRASKA**—Elevator and residence for sale. Located in central Nebraska, good territory. Priced to sell. James Frye, Sweetwater, Nebr.

**KANSAS**—Good Western Kansas elevator for sale in protein belt; good territory; only one competitor. Address 59W24, Grain Dealers Journal, Chicago, Ill.

**NORTHERN INDIANA**—10,000 bu. cap. elevator, electric power, located in a fine grain territory, doing a very fine feed, seed, coal and feed grinding business. This is a money maker. Priced right for quick sale. Address 59U18, Grain Dealers Journal, Chicago, Ill.

**OHIO**—8,000 bus. capacity, large feed grinder. Large retail trade on coal and feed. On private grounds with private switch in one of the best farming sections in the state. Excellent prospects for a corn crop. Priced to sell. Write 59T12 Grain Dealers Journal, Chicago, Ill.

**WISCONSIN**—Modern, fireproof grain elevator, feed, flour and fuel business for sale. Good going business. Also modern home. Part cash, balance terms. Or will sell home and lease elevator with option to buy. Wonderfully equipped plant in rich dairy section. A rare business opportunity. B. C. Clement, Elmwood, Wis.

**NORTHWESTERN OHIO**—Two Modern Country Grain Elevators doing good business shipping corn, oats, wheat, hay and straw, selling coal and feed, etc. Excellent farming territory; good location; good railroads and good schools. Priced right for quick sale. Write Pollock Grain Co., Middle Point, Ohio.

**INDIANA**—Elevator, feed mill and store, coal yard and grain business for sale; good plant; good location; no competition; capacity 7000 bu.; electrically equipped, everything new; no incumbrance. Reason for selling, have other business to handle. This place can be bought for \$6000. Terms to suit purchaser. F. L. Longstreth, Deedsville, Ind.

**WEST VIRGINIA**—Milling Plant, located at Charleston, West Virginia. Has Nordyke & Marmon Co. machinery and equipment thruout, for milling corn, cornmeal, corn and oat chop and all kinds of meal and special mixed feeds; also does jobbing business in flour, hay, fruits and produce. Has N. Y. C. RR. siding; also has agreement for loading onto cars of all other railroads. Plant comprises 4 concrete elevators (with 50,000 bu. capacity), 5-story concrete corn and feed mill and mixing plant, 2-story concrete warehouse—all fireproof and all erected new in 1922. Also 2-story brick warehouse and large adjoining vacant lot. Title to all properties is in fee simple. Sales near \$1,000,000 a year since 1922. Purchase price can be financed. Complete details and sale price to interested and responsible parties. Write to F. J. Alberts, Sole Representative, Suite 1504, New Buckeye Bldg., 42 E. Gay St., Columbus, Ohio.

## ELEVATORS FOR SALE.

**OHIO**—Modernly equipped elevator in excellent condition, doing fine business. Good reason for selling. Address 59U6, Grain Dealers Journal, Chicago, Ill.

**EAST MICHIGAN**—Well equipped elevator for sale; coal, feeds and other good side lines; grist mill attached. A splendid opportunity for a dealer with moderate capital. For full information address 59W16, Grain Dealers Journal, Chicago, Ill.

## FOR EXCHANGE.

**FOR SALE OR TRADE**—320¼ acres of Montana land clear of debt for elevator in Nebraska. R. A. Maarsingh, Lanesboro, Iowa.

## FOR SALE OR TRADE.

**ILLINOIS**—30,000 bu. grain elevator for sale or trade, 20 miles from Bloomington. Address 59V5, Grain Dealers Journal, Chicago, Ill.

## ELEVATOR FOR SALE OR RENT

**EAST CENTRAL ILLINOIS**—35,000 bu. well equipped grain elevator; one other privately owned elevator at station. Annual business of station about 500,000 bushels. Address 59P9 Grain Dealers Journal, Chicago, Illinois.

## ELEVATOR BROKERS.

**ALWAYS HAVE ELEVATORS** for sale. To save time, please state amount you wish to invest and location you prefer. James M. Maguire, 6440 Minerva Ave., Chicago, Ill.

## ELEVATORS WANTED

**WANTED**—Grain elevator close to city. Active sidelines. W. W. Reichard, Urbana, Ill.

**WANTED**—Elevator at good station near Chicago. Address 59V3, Grain Dealers Journal, Chicago, Ill.

## FOR LEASE.

**WANTED**—To lease a modern, fully equipped country grain elevator, located at a point where the corn movement will be large. Will buy after year's trial, if satisfactory. Give full information first letter. Address 59W8, Grain Dealers Journal, Chicago, Ill.

**STOP! READ! THINK!** This advertiser writes: "Your service brought me 24 replies." We can do the same for you. Don't wait, write NOW.

## WANT ADS WORK WONDERS.

They sell elevators, find help and partners, secure machines and engines which you want sell those for which you have no further use and perform a myriad of kindred services for shrewd people who use them regularly. **REAL and USE THEM.**

## PARTNER WANTED

**YOU CAN SECURE** a partner if you make your wants known to the grain trade through the Partners Wanted column of the Grain Dealers Journal.



# Reduces Tolls Avoids Expensive Inaccuracies

Pope & Eckhardt Co., prominent Chicago Grain Commission Merchants, commend the Universal Grain Code. This company has used this Toll Saver continuously since its publication. Read the convictions of a user:

Chicago, Dec. 19, 1924.

Grain Dealers Journal,  
Chicago, Ill.

Gentlemen:

We have used the UNIVERSAL GRAIN CODE extensively since this book was made available to the Trade some years ago. We find it is a Code that can be used much more freely in expressing desired information on orders, purchases, sales, prices and other intimate matters involved in the Grain Trade; therefore, that it demonstrates without further explanation, a saving in cost which we consider a most important item. It is sure that with a much larger number of words, that can be used to give expression to what is desired to communicate with our country patrons that it offers occasionally a few more difficulties to prepare a message, but that is quickly overcome with increased familiarity with the book.

We have found that our customers also use this book extensively and find it convenient and profitable, even if for no other purpose than saving of telegraphic tolls.

We consider it a most useful and desirable book for use in the Grain Trade and the various interests related thereto.

Very truly yours,  
POPE & ECKHARDT CO.

EAD-B

When such companies as this place so strong an endorsement on any code, it is conclusive proof that it possesses real merit.

Follow the example of the Pope & Eckhardt Co. and its customers; stop the leaks in your business by using an accurate, toll saving, grain, feed and seeds code.

Printed on rice bond paper, 146 pages, substantially bound in flexible leather, size 7x4½ inches, weight 5 ozs. Price, f. o. b. Chicago, \$3.00. Book paper, board covers, \$1.50.

**Grain Dealers Journal**  
309 So. La Salle St. Chicago, Ill.

## BUSINESS OPPORTUNITIES.

**IOWA**—Site of Farmer's Elevator Company at Elkhart for sale; also good double crib of 9,000 bushels capacity. If interested write or call. Geo. B. Volz, Secy., Elkhart, Iowa.

**ILLINOIS**—Stock and Poultry Food Mfg. and grain dealers; city 30,000; established 7 years; 4 story building, 36x168; 10 employed; going business; will bear inspection; \$125,000 deal. Terms. Mielke Bros., Danville, Ill.

**ILLINOIS**—30 miles west of Chicago, coal feed, oil, flour and grocery business; excellent business established in coal; 1926 sales \$52,000 also two residences. Address 59P2, Grain Dealers Journal, Chicago, Ill.

**KENTUCKY**—Large modern feed plant for sale, five story and basement, brick and concrete mill building and concrete elevator 125,000 bu. adjoining—also other warehouses—complete plant—splendid location, advantageous transit and reshipping privileges. Best of reason for selling. Blue Grass-Elmendorf Grain Corp., Lexington, Ky.

**WISCONSIN**—Business and real estate to close estate; grain elevator, warehouse, garage, ice house, barn, 2 modern houses, 20 acres; complete equipment for business; located in A-1 farming and dairy section; on railroad siding and concrete highway; dealers in coal, grain, flour, feed, seeds and cement. Price \$30,000.00, half cash. MID-WEST BUSINESS EXCHANGE, 819 Wainwright Bldg., St. Louis, Mo.

## BUSINESS OPPORTUNITY WANTED

**FEED MILL WANTED**—Would like to hear from a man who would consider selling half interest or all interest in a small feed mill where custom work is a specialty. I have grown up with the grain and feed business, and am now employed. I would like to locate in a good live town in Iowa or Illinois. Write 59W9, Grain Dealers Journal, Chicago, Ill.

## SITUATION WANTED.

**POSITION WANTED** as manager of country station. 10 years experience in Illinois, age 33, married, thoroughly capable, best of references. Write 59W15, Grain Dealers Journal, Chicago, Ill.

**POSITION WANTED** as bookkeeper or assistant manager of line or farmers elevator. Have taken a business course and have had two years' experience in handling grain and side lines carried by elevators. I am at present manager of small elevator. Address 59S13, Grain Dealers Journal, Chicago, Ill.

**One Double Indexed Car Register**, used to advantage by receivers and carlot shippers. Through its use any car may be found instantly. The double pages are ruled vertically so as to provide a column for each digit. This form contains space for 12,000 cars. Order "No. 40, Special," price \$2.00.

## HELP WANTED.

**WANTED**—Elevator manager; must be experienced; location, Southeast Kansas; handling all kinds of grain, principally corn, also feeds of all kinds. Address 59W7, Grain Dealers Journal, Chicago, Ill.

**WANTED**—A man to purchase one-half interest in good grain elevator and manage same. Located in good farming community, one competitor, station handles half million bushels yearly. Splendid opportunity for some one. Address 59U19, Grain Dealers Journal, Chicago.

## ADDRESS WANTED.

**WANTED**—Address of E. G. Beal, formerly of the E. G. Beal Grain Co. of Texhoma, Okla. Write 59W20, Grain Dealers Journal, Chicago, Ill.

## SCALES FOR SALE.

**RICHARDSON Automatic Scales**, 4 to 8 bu. capacity for sale; fine condition. Also R. R. track scales. Address Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

**FOR SALE**—Five 1600-bus. Fairbanks-Morse hopper scales; type register beam. These scales were installed in 1922 by the Santa Fe Railroad in an elevator, which has been dismantled. If you are in the market, you will save money. Blue Valley Structural Steel Co., 7505 Independence Ave., Kansas City, Mo.

## SCALES WANTED.

**WANTED**—Richardson Automatic grain and bag portable scales. State capacity, how long used and lowest price. Morse Engineering Co., Kansas City, Mo.

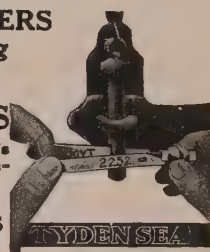
**10,000 SHIPPERS  
Are now using**

**TYDEN  
CAR SEALS**

Bearing shipper's name and consecutive numbers.

Prevent  
**CLAIM LOSSES**  
Write for samples and prices

**INTERNATIONAL SEAL & LOCK CO.**  
Chas. J. Webb, Vice President  
617 Railway Exchange Bldg., Chicago, Ill.



**GIVE A JOURNAL "Wanted—For Sale" ad** something to do for you—it needn't be something easy.

I have received so many letters and telegrams in answer to advertisement in your paper that I think I will wait and see the results before having the ad inserted again.—A. M. G.

## KEEP POSTED

**GRAIN  
DEALERS JOURNAL**

309 So. La Salle St., Chicago, Ill.

**Gentlemen:**—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find Two Dollars for one year.

Name of Firm.....

Capacity of Elevator.....

Post Office.....

State.....



Hillsdale, Ill.—Keep the Grain Dealers Journal coming. I find it very useful.—H. H. Palmer.



# SEEDS FOR SALE—WANTED

**L. TEWELES SEED CO.**  
Distributors of  
**BADGER BRAND SEED**  
Milwaukee, Wisc.

**SWEET CLOVER SEED**  
We are large handlers of this commodity and are always ready to quote on carloads or less.  
Also Bromus Inermus, Slender Wheat Grass, Red Clover, Alsike, and Timothy.



**We Buy SEEDS**

Red Clover, Alsike Clover  
Sweet Clover, Oats, Millet,  
Spring Rye, Timothy, Etc.

Mail us samples for bids  
Sample bags sent on request  
**NORTHROP, KING & CO.**  
Minneapolis, Minn.

**LOUISVILLE SEED COMPANY, Inc.**  
Louisville, Kentucky  
Buyers and Sellers of All  
Varieties of Field Seeds  
Headquarters for Redtop Orchard  
Grass and Kentucky Blue Grass

**BUCKEYE BRAND  
FIELD SEEDS**  
Strictly No. 1 Quality  
**The J. M. McCullough's Sons Co**  
CINCINNATI OHIO

**North American Seed Co.**  
MILWAUKEE, WIS.  
**CLOVERS—TIMOTHY  
ALFALFA**  
Get our samples and prices before buying

**Tobin-Quinn Seed Co.**  
Kansas City, Mo.  
THRESHERS & CLEANERS  
HIGH GRADE MISSOURI BLUE GRASS

**COURTEEN  
Seed Company**  
Weekly Price List on Request.  
Milwaukee, Wis.

**J. G. PEPPARD SEED COMPANY**  
Buyers SEEDS Sellers  
ALFALFA, CLOVER, BLUE GRASS, SWEET CLOVER KANSAS CITY, MO.

**ED. F. MANGELSDORF & BRO.**  
Buyers and Sellers of Sweet Clover, Alfalfa, Clovers, Timothy, Grasses, Fodder,  
Seeds Sudan Grass, Soy Beans, Cow Peas  
St. Louis, Missouri

## CONFIRMATION BLANKS

Simple - Complete - Safe

If you would avoid trade disputes, and differences and prevent expensive errors, use triplicating confirmation blanks. You retain tissue copy, sign and send original and duplicate to customer. He signs one and returns the other.

This places the entire burden for any misunderstanding of your intentions upon the other party and protects you against the expensive misinterpretation of your trades.

The use of these confirmations makes for safer business. Spaces are provided for recording all essential conditions of each trade.

Fifty confirmations in triplicate, bound with pressboard and wire stitched, size 5½x11".

Order form No. 6 CB, Price 90 cts.

GRAIN DEALERS JOURNAL, 309 S. La Salle Street, CHICAGO

**CORNELI  
Seed Company**  
Saint Louis, Missouri  
FIELD—GRASS—GARDEN SEEDS  
Weekly Price List on Request

WE SPECIALIZE IN  
**ALFALFA BLUE GRASS  
SUDAN MILLET and CANE**  
WRITE FOR SAMPLES AND PRICES  
**RUDY-PATRICK SEED CO.**  
Kansas City, Mo.

**KELLOGG  
SEED COMPANY**  
MILWAUKEE, WISCONSIN  
FIELD AND GRASS SEEDS

**Crabbs Reynolds Taylor Company**  
CRAWFORDSVILLE, INDIANA  
Buyers and Sellers  
CLOVER AND TIMOTHY SEED—GRAIN

## Scale Ticket Copying Book

This book contains 125 leaves of scale tickets, four to a leaf. Each leaf folds back on itself so as with the use of a sheet of carbon to make a complete and perfect copy of the original on the stub which remains in the book. The original tickets form the outer half of the page, so the removal of any ticket does not release the others.

Each ticket has spaces for the following record: No., Date, Load of, From, To, Gross lbs., Tare lbs., Net lbs., Price per bu., Test, Man On-Off, and Weighers Signature. Size 9½x11 inches. Printed on good paper, 5 sheets of carbon. Order Form No. 73. Price \$1.55; weight 2 lbs.

Grain Dealers Journal, 309 S. La Salle St., Chicago, Ill.

## Universal Grain Code

Compiled especially for use by the Grain and Milling Trades.

Reduce your telegraph tolls. Keep your business to yourself. Prevent expensive errors.

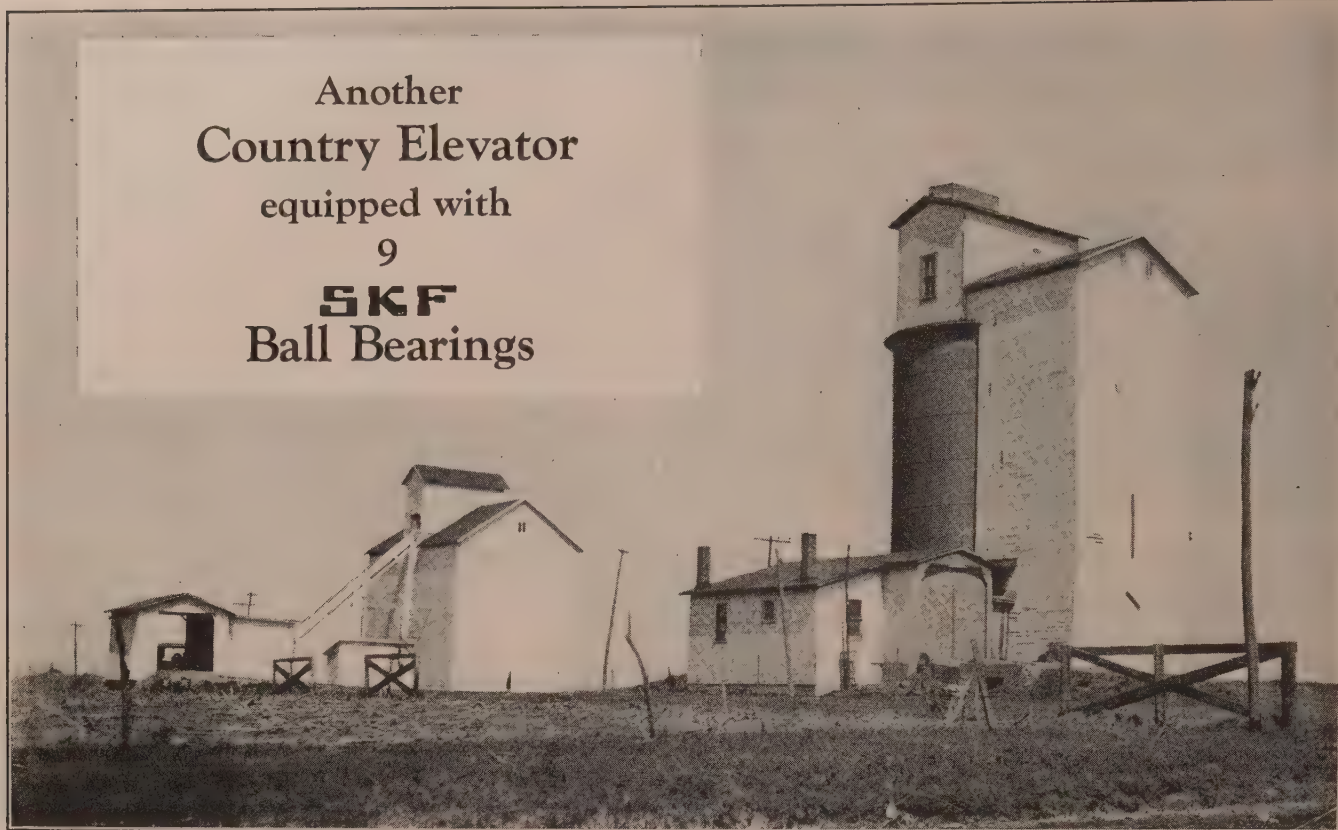
Its 146 pages contain 13,745 code words for expressions used in the grain trade, printed on bond paper and bound in black flexible leather. Size 7x4½ inches. Price \$3.00.

**Grain Dealers Journal**  
309 S. LaSalle St. Chicago, Ill.

**WHEN YOU BUY—BUY RIGHT.  
OUR ADVERTISERS OFFER THE BEST.**



Another  
Country Elevator  
equipped with  
9  
**SKF**  
Ball Bearings



## Having Bearing Trouble on Your Elevator?—Here's the Remedy

FROM top to bottom, wherever shafts turn, there are places where **SKF** Ball Bearings will save power, eliminate trips to the cupola for oiling and keep the elevator going right through the busy season with reduced fire risk. You don't have to take our word for it. Here's what Mr. W. C. McGuire, owner of the above elevator at Crawford Siding, Ill., thinks of his **SKF** equipment:

"In regard to the **SKF** Ball Bearings which I installed in my plant last summer, I am glad to advise that they have accomplished the purpose I had in putting them in, to wit—reduced

my power consumption. I estimate they have cut my power bills about one-third. I can pull one stand of elevators and a Beal cleaner by hand. I have a 15 H. P. motor and full stand of elevators, cleaner and an air blast blower, blowing air up through my bins as well as a drag chain, with ease. Could do it now with a 10 H. P. motor.

"I might add that the convenience of not having to oil my bearings only two or three months is about worth the cost of them to me, for I do hate to get dust down my neck every day."

**SKF** INDUSTRIES, INC., 40 East 34th St., New York, N. Y.

1920



**Ball  
Bearings**

**Roller  
Bearings**



## GRAIN DEALERS JOURNAL

309 South La Salle Street, Chicago, Ill., U. S. A.  
Charles S. Clark, Manager

Published on the 10th and 25th of each month in the interests of better business methods and improved handling facilities for progressive wholesale dealers in grain and field seeds.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$2.00; single copy, 20c.

To Foreign Countries within the Postal Union, prepaid, one year, \$3.00; to Canada and Mexico, prepaid, \$2.50.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked - Answered" department. The service is free.

### CHICAGO, NOVEMBER 10, 1927

KING CORN'S most popular song for November is "How Wet I Am."

SHIPPERS who stubbornly persist in buying grain at a loss soon lose the respect of their customers, creditors and families.

COUNTRY DEALERS who neglect to increase their buying margins as the volume of grain shrinks are headed for the poorhouse.

BLACKSTRAP molasses has surely lost favor with corn growers and dealers, but the feeders all want it and will oppose any bill to bar or tax its importation.

EXPERIENCE is always most expensive except when the discriminating dealer who reads carefully of the experiences of his brother dealers, then is he able to profit by their experiences without cost?

THE SUCCESS of the local group meetings of country grain dealers is so marked in every territory where this remedy for trade troubles has been tried that no sufferers can afford to ignore the claims of Good Fellowship as a permanent remedy for strife.

A CENTRAL Nebraska elevator told of in this number has a new manager because the old manager did not show a profit. In fact the directors were so meddlesome and so actively engaged in looking after the customers that nobody had time to make a record of the sales completed so the Company is short. It is the old story of "too many cooks spoiling the broth."

NEBRASKA'S Wheat Pool has not complied with the terms of its contract with growers, so its existence is likely to be terminated soon by the courts. As soon as the promoters get control of the growers' grain they forget and ignore their obligations to members.

NOW THAT the Chicago Board of Trade has announced the building of a new home, the loud-mouthed agitators and uninformed country press will bring new charges against the Board and misrepresent it and its service to all those who come in contact with them.

THE FLAT bottom bin was discarded long ago by the elevator owner who had to do his own shoveling, but sad to relate a few of these old-time relics remain to mix grain and provide a hiding place for weevil and other grain infesting pests. No man can keep an elevator clean when handicapped by flat bottomed bins.

NEBRASKA AND Wyoming elevator operators who started in the feed grinding business with a charge of 8c to 10c soon discovered they could not get the cost of their power back with such a charge, so they are now charging from 12c to 15c and equipping themselves to give their farmer patrons better service than ever.

MIXING inferior wheat in a car with good wheat without thoro blending of the different qualities constitutes improper loading under the rules of some grain exchanges, thus permitting reinspection to be delayed indefinitely at the will of the buyer, who can be depended upon to take a heavy discount whenever permissible.

BULKHEAD shipments result in expensive mixtures so often many shippers fear to load two kinds of grain in the same car, even tho it is the end of the crop year. If bulkhead shippers will follow the recommendations of the Board of Trade Weighmaster illustrated in this number no trouble should be experienced from mixing.

STOCKHOLDERS OF an Ohio elevator company which induced them to sign a number of notes to provide it with operating capital must now make good the notes, and it is very likely that some of the signers being without funds, the responsible signers will be called upon to make good the share of those who default as well as their own.

SMUTTY WHEAT is more bountiful than ever in the spring wheat district this year so that the washers and the cleaners will be kept busy continuously. If all seed dealers would make a more determined effort to induce their farmer patrons to treat their seed with copper carbonate before sowing less of the wheat would be discounted on account of smut contained.

CORN PICKERS are being installed by farmers of Iowa and Nebraska to gather the new crop. The purpose being to reduce the cost of gathering and the time required to get it from the field. The general adoption of mechanical corn pickers will put an end to corn shocking and result in the marketing of much grain before it has cured sufficiently to stand storage safely.

THE CASES of "Adulteration and Misbranding" published at frequent intervals by the Food, Drug and Insecticide Administration of the U. S. Dept. of Agri. would seem to clearly indicate that many firms do not read, hence are not in a position to profit by the experience of their brother dealers, else they would surely exercise greater care in preparing their products for market.

PLUGGING CARLOAD shipments will not be indulged in with profit if the Dept. of Agriculture persists in publishing the pluggers. The cases reported in this number may have been accidents, but there are many, many shipments reaching the terminal markets each month that bear positive evidence of systematic plugging. Some shippers are likely to get in bad with buyers.

A WESTERN Canada railroad worker, who picked up a block of blank order bills of lading and tried to sell several carloads of mythical grain recently was quickly apprehended and now is incarcerated for forging bills of lading. This method of raising money at other people's expense has caused many forgers serious trouble during recent years, so that the grain trade has had relief from this abuse.

ANOTHER MEETING of a Grain Dealers Ass'n in this city this week adopted a resolution demanding early action in the matter of increasing the tariff on corn imported by the United States. Grain dealers generally are opposed to the importation of this grain from the Argentine and would welcome an increase in the import duty with the hope of increasing the consumption of United States corn by our glucose factories.

THE NEW FUMIGANT, ethylene dichloride, is perhaps being more extravagantly praised by the press agents of the U. S. Dept. of Agriculture than may seem warranted by the two government chemists themselves who are credited with having conducted the experiments, which reminds us that ethyl acetate was just as effusively touted by the government press agents, but it requires 45 pounds per 1,000 cu. ft., making it too expensive.

CAREFULLY READING digests of the court decisions published in every number of the Journal should be a liberal education for the grain dealer who strives earnestly to get a clear understanding of his rights as well as the legal rights of those with whom he trades. Dealers interested in the grain business owe it to themselves to keep posted so that they can avoid making expensive blunders and escape the worry of long drawn out law suits.

MIRACLE WHEAT, the wheat with many stalks and heads in various varieties which has been used by fakers a hundred years is again being offered the farmers of Western Canada by a swindler who claims that his many headed wonder was discovered in King Tut's tomb. Many tests with this Mummy wheat, Alaska wheat, Egyptian or Eldorado wheat have proven all claims for superiority to be groundless. Seed dealers should not be misled by the wild claims of the promoters as most of them are ridiculous. This Seven-Headed Wonder has never made good.



CORN SHIPPERS generally are convinced that the marketing of corn would be materially simplified by reducing the number of official grades. This subject has been discussed at several recent local meetings and the Iowa dealers at Odebolt last week expressed themselves most emphatically in favor of the dropping of the No. 6 grade. In fact, some dealers are favorable to dropping No. 5 also. The characteristics of the five grades agreed upon are given in our report of that meeting.

NORTH DAKOTA'S venture into the business of operating a mill has been disastrous from every viewpoint. Since July, 1922, the mill has lost \$1,365,000, costing the taxpayers \$1,000 a day. The state once had a number of prosperous local mills. Whether the unfair competition of the state mill drove the small mills out of business may be doubted, but its effect, if any, was in that direction. The state loses the taxes that were paid by the local mills, and the farmers a home market for grain.

THE CONFERENCE at Washington Nov. 9 and 10 between the Farm Bureau Federation, the National Grange and the Farmers Union to agree on demands for farm aid will surprise everybody if the many and diverse interests clamoring for assistance can be reconciled into one bill that will have their united backing. The absurdity of government charity would be more apparent if the states and counties were asked to appropriate revolving funds for the benefit of farmers as a class. If the principle of farm aid is accepted the next stumbling block will be where to draw the line against the tillers of the soil who are to be left out in the cold.

WHEN IS stored wheat, not stored wheat? When is purchased wheat stored wheat? are some of the confusing questions confronting the grain dealers of Nebraska who are confronted by an unconstitutional law enacted by the recent Legislature. The Attorney-General in his effort to uphold the law maintains that if the grain dealer takes the grain into his elevator and fails to pay for it within ten days he is storing grain. In other words, he is trying to deprive the farmers and the grain dealers of the state of their well-established right to contract. If their contract amounts to a sale the fact that the buyer has not yet paid for the grain does not void the contract or convert the sale into a bailment. Such ridiculous reasoning is untenable.

IN INAUGURATING the Mississippi River Warrior barge line service the House Committee on interstate and foreign commerce invested \$5,000,000 of government money as an experiment to prove that river transportation could be conducted profitably by private capital, the committee stating the purpose to be to sell out to private capital. The barge line has had all the traffic it could handle, and more, yet it is not earning interest and taxes. When two more years of the 5-year test period have gone by it remains to be seen whether Congress will stand by its announced decision that if navigation could not be made profitable Congress "should no longer appropriate money for a useless purpose." Now a group of western shippers is asking the government to put \$45,000,000 more in the barge line.

THE TAX on grain futures which has been levied for twelve years should be repealed and will be repealed if the grain producers and consumers who pay the bill protest to their representatives in Congress against the continuance of this bothersome burden. While it does not discourage speculating it surely increases the cost of buying and selling grain for future delivery. Doubtless the net returns of the tax to the Government does not amount to as much as the net cost in time and labor to the traders taxed.

THE ALBERTA POOL has advanced a new reason for refusing to keep Pool members advised as to the financial status of the Pool. It seems that after duly considering the request of members for such reports the directors of this beneficent institution refused to issue the statements because "the majority of farmers do not understand financial statements, so the money spent in preparing and publishing such statements would be wasted." If the directors are determined to convince Pool members that its finances are in deplorable condition they are taking the right course.

INCORRECT BILLING of grain for interstate shipment is sure to bring trouble to every firm who persists in the practice. The Grain Standards Act forbids the shipment in interstate or foreign commerce of grain by Federal grades under wrong designation and one firm which billed No. 2 corn for interstate shipment, altho it had been graded No. 4, has been published by the Dept. of Agriculture so it seems very likely that another check will be placed on intentional over-grading of shipments. Careless dealers will naturally exercise greater caution so as to avoid unpleasant publicity.

### Cost of Handling Grain.

Every grain elevator operator has some idea of what it costs him to handle grain from the farmer's wagon to the scale hopper at destination and thruout its travels the elevator owner assumes all the hazards of ownership. However, it has remained for an Iowa dealer to compile a new and complete schedule of these expenses. Every elevator owner, whether he knows what it costs him to handle grain or not, will find much in this statement of Mr. Tack to help him in determining the margin upon which he must buy grain if he has any hope of realizing a profit from his investment and his labor.

It is unfortunate that more grain elevator operators do not compile their expenses in a way that will give them a clearer understanding of their annual operating cost, then they must make a survey of their territory in order to gain some reliable estimate of the amount of grain they are likely to handle so that they may apportion their cost pro rata in order to determine the margin per bushel necessary to bring them a living profit.

All elevator operators are interested in a living margin of profit, but none will ever be able to make sure of securing any margin until they have accurate knowledge of their average marketing expense. The dealer who attempts to do business without keeping close account of every expense incurred in the handling of grain is surely working in the dark.

### New Corn Is Full of Water.

Far-sighted grain dealers in territory north of the Ohio River, both east and west, are striving earnestly to discourage farmers bringing in new corn until it has had a chance to dry out a bit. Reports have reached us from different sections telling of the heating of new ear corn placed in cribs and the moisture test on the new corn so far received at Chicago shows very clearly that little of it would stand for shipment to distant points. The moisture content is excessive. It is far better to keep new corn on the stalk until we are favored with some freezing weather. After that it may be cribbed with less danger of heating.

### Folly of Government Price Forecasting.

In the defense of the Department of Agriculture's price forecasting service published in another column the head of that organization indicates clearly that it is intended to continue the monthly Price Situation statements despite the criticism of the cotton senators.

In his defense the secretary endeavors to establish an analogy between the farm industry and big business such as steel manufacture, arguing that as big business adjusts its output, to meet the demand and no more, so should the farmer proportion his crops to the consumption. In this false premise the secretary loses sight of the essential difference between a factory and a farm. The work of the factory is conducted under the shelter of a roof, while the work on the farm is exposed to all the hazards of the weather, such as drouth or flood, hail and frost. While the manufacturer can calculate his output exactly and make a close estimate of the demand, it is impossible for the farmer to do so because there are too many conditions beyond his control. Neither is it possible for the organization in the Department of Agriculture to forecast the price.

The Department's personnel and organization is in no way superior to private organizations. What private organizations have failed to do the Department of Agriculture can not be expected to do. One of the leading price forecasting organizations having more than 100 employees in its own central office building three years ago informed its 14,000 clients that prices of stocks were to have a long continued decline, and that if they were not prepared to hold for many months they should sell out immediately. Instead of declining, prices advanced steadily during 1925 and 1926, to the grief of all the patrons who paid for the service and acted on the advice. The same misfortune is certain to overtake the Department of Agriculture. Quite likely the wheat growers of the United States will be advised to put in a small acreage, only to discover later that the crops in foreign countries are so deficient that prices are high, without the American grower having anything to sell for export.

The most profitable course for the farmer is for each to produce in well-planned rotations the crops that his soil is naturally adapted to grow, when to this low cost of production there is joined a low cost of transportation and distribution to the market for that crop that enables him to compete with an advantage



against other growers cultivating so-called marginal lands.

If any considerable number of farmers acted on the Department's price forecasts that the price of any certain crop would probably rise, the result would be the mob would rush into the production, creating a surplus that would upset the theories of the Department and prove the folly of its attempt.

### Car Dumpers Gaining Popularity.

Few terminal elevators have been erected in recent years without being equipped with car dumpers or else providing foundations for their early installation, so our profusely illustrated description of the new car dumper at Kansas City will prove of timely interest to all those engaged in handling bulk grain. Some of the improved carload dumpers are unloading cars so fast the receiving facilities of the plant are soon choked and the car dumpers are put out of commission until the congestion is relieved. With further improvements in the dumpers all receiving facilities will need to be enlarged or else two receiving pits provided for each dumper.

So much trouble has been experienced by operators of terminal elevators generally in obtaining or in maintaining efficient crews of workmen when power shovels are employed that all are glad to secure permanent relief from transient labor. The car dumper which is kept in working order can always be depended upon to supply the receiving legs with their full share of grain. Doubtless no more terminals will be erected without providing for new and modern dumpers of large capacity.

GRAIN DRIER operators will find many helpful suggestions in our report of the Canadian Grain Commission on grain drying published elsewhere in this number. It is very likely that its warning not to raise the temperature above 180° is intended to apply to wheat. Many dealers who have subjected damp corn to excessive heat have found that one elevation of such corn resulted in coarse cornmeal. The Canadian Commission has no doubt conducted more painstaking experiments than have been conducted heretofore so that the results should be of interest and of help to every firm operating a drier.

### Canadian Wheat Pool Holding Back Money.

If the millions upon millions of dollars the wheat pool is deducting from payments to members under the heading of reserve funds do not result in securing for these members higher cash returns for their wheat than any farmer would easily obtain in the open market, without having any deductions made from his payments, then the matter has a serious aspect for Pool members. They are parting with the use of very large sums of money in the aggregate for an indefinite period.

At the last annual meeting of the Manitoba Pool, held at Brandon in July, it was moved that all monies due from commercial and elevator reserves be paid back to the member on his retirement or ceasing to take an active part in the association, but this motion was lost. Not only is there no term fixed during which the Pool can continue to hold money, but no annual statements are presented that make it possible for Pool members to check up the use of this money by the Pool.

### Canadian Commission's Report on Grain Drying.

A preliminary report has been made by the National Council on Grain Research to the Board of Grain Commissioners of Canada, and this report was referred to the grain drying interests who appointed H. E. Sellers of the Northland and Consolidated; R. B. Pow, of the Reliance Terminal; F. Beyers, of the G. T. P. Elevators; J. A. Campbell, of the Thunder Bay and Empire; G. McCallum of the Saskatchewan Pool Terminals a com'te to meet with Prof. W. H. Stansfield, engineer of the research council, at Fort William on Oct. 27, to go into the whole matter of drying equipment and discuss the report on the ground.

The following tentative generalizations have been made in the report: (1) Commercial drying under proper conditions can be done without injury to the milling and baking quality of wheat, but under unsuitable conditions it has proved to be injurious to the baking quality.

(2) Drying at reported air temperature above 180 degrees by commercial driers now in use has caused injury somewhat proportional to the rise in temperature above this point.

(3) The maximum temperature reached by the grain depends mainly upon two factors: (a) The amount of moisture evaporated, (b) the final moisture content to which the grain is dried. The first of these affects the length of time the grain is exposed to hot air; the second governs the reduction in the cooling effect of evaporation, which at adequate moisture contents protects the grain from over heating. The evidence indicates that in most cases where injury took place it was due to excessive reduction of moisture content.

(4) Batch drying, or drying where the grain is not mixed by frequent movement, has been observed to cause marked local overheating of the grain, thus leading to proportionately greater injury.

(5) Injury took place where the practice of circulation of air from the cooler to the drier was followed.

**Conclusions**—(1) Under suitable conditions drying may be done without injury to the wheat.

(2) An air temperature of 180 degrees "F" should not be exceeded.

(3) Grain should be dried to a moisture content to be determined, and in the case of very damp grain a safe practice would be to put the grain thru the drier twice, removing a part of the moisture only at each drying.

(4) Batch drying, or drying where the grain is not mixed by frequent movement, should be avoided.

(5) Recirculation of air from the cooler to the drier should be avoided.

**Recommendations**—(1) That a competent and experienced engineer, recommended by the grain research committee, should be appointed at once to advise in regard to the installation of proper temperature, measuring devices in commercial driers, and the controlling of other mechanical features and operations connected with grain drying.

(2) That steps should be taken to secure the adoption of the precautions set forth in the above tentative conclusions, pending the completion of the investigations now under way, and of supplementary investigations of the effect of the controls now recommended.

A series of 82 samples were collected for the com'te by government inspectors from a considerable number of elevators in the spring of 1927. These consisted of pairs of samples taken immediately before and after drying. Every sample was subdivided between the Dominion grain research laboratory in Winnipeg and the Laboratories of the Universities of Manitoba, Saskatchewan and Alberta, where they were tested and analyzed under the direction of Dr. Birchard, Prof. Geddes, Dr. Thorvaldson and Dr. Newton, respectively. Of this series of samples, 69, representing a wide

range of drying conditions, were milled and baked by all four laboratories, and the remainder of the samples by one or more laboratories. This work is also complete, and the results have been reported to and studied by the com'te.

**Investigations Still in Progress**—(3) An investigation of the effect of damp and tough storage on a series of 168 wheat samples of known history.

These include three standard varieties of wheat, grown at the three prairie universities in the summer of 1927, under the direction of the above and Prof. Harrison of the University of Manitoba. This grain was cut at different stages of maturity and is being exposed to various amounts of rain and snowfall, and stored for various periods of time. A certain proportion of these samples are being dried with heat under accurately controlled conditions in the experimental drier constructed and operated for the committee by Prof. Stansfield at Edmonton. As this part of the work includes a study of the effects of three and six months' periods of storage, it cannot be completed before the spring of 1928.

### Got Out of Contract on Technicality.

The Ralston Purina Co., of St. Louis, Mo., sold Reeves Arthur of Albany, Ga., a quantity of cow feed and chicken feed.

Part was shipped, but as Reeves refused to accept the balance not shipped, the Ralston Purina Co. brought suit for damages for breach of contract.

Deciding in favor of defendant Reeves the Court of Appeals of Georgia on Sept. 1, 1927, said:

Where a written instrument purporting to be a contract of sale was entered into between the Ralston Purina Co. thru its sales agent, and the purchaser, which instrument by its terms provides that the agreement should become effective only when acknowledged in writing by an officer of the company, a letter from the company to the purchaser containing an acknowledgment or acceptance of the agreement, but which was signed by the company's sales manager, who was in fact not an officer of the company, was not sufficient to constitute an acceptance by an officer of the company, under the terms of the agreement.

Where a writing in the form of a contract of sale, containing the provision that it shall become effective only when acknowledged in writing by an officer of the company, is never in fact acknowledged by an officer of the company, and this provision in the contract is not waived by the company, it amounts only to an offer to purchase on the part of the purchaser.—139 S. E. Rep. 366.

### Ship Demurrage Must Allow Expenses.

The steamer Jas. H. Hoyt was unreasonably delayed 5¼ days in unloading its cargo of 251,000 bus. of No. 2 mixed corn, and filed a libel against the cargo in the U. S. District Court for the Eastern District of Michigan. The commissioner allowed only \$188.32 per day, the average net daily profit.

The court raised this to include the necessary expenses, saying:

It is well known, and the evidence in this case discloses, that on a brief delay of 5¼ days the steamer could not dispense with all the expenses. The expense of the captain and the crew would continue at the same amount as if the ship had not been delayed. The same is true of the insurance. The amount of fuel consumed was decreased, but was considerable in amount. The steamer was making an average daily net earnings of \$188.32. The steamer was entitled to continue to make that net earning during the time it was unreasonably delayed. If the libellant is allowed only this average net earnings and out of this amount is compelled to pay all of the expenses incurred during the delay, then libellant has not been fully reimbursed for damages, but is still a loser to the amount of the expenses incurred during the delay. It is true that some of the decisions seem to suggest this manner of computing damages, but a careful study of these cases leads to the conclusion that nearly all that has been said to this effect has been dictum. This method of computing damages would be so unjust that this court is unwilling to follow that rule.—18 Fed. (2d) 291.



"It is not the lack of time but the lack of will power to organize and improve one's time that keeps men from greater success."—Sheldon.

## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### Graph of Wheat and Corn Prices?

*Grain Dealers Journal:* We would like to get a graph showing the daily, weekly or monthly trend of wheat and corn prices each year for the past 5 years.—J. J. Klima, cashier, Farmers & Merchants Bank, Milligan, Neb.

**Ans.:** The daily opening, high, low and closing quotations on wheat, corn and oats active futures are given on the Chicago Futures chart in the Journal in every 10th of the month number.

### What Is the Storage Capacity at Fort William?

*Grain Dealers Journal:* What is the total storage capacity of the grain elevators at Fort William and Port Arthur, Ont.?—P.

**Ans.:** Two elevators of the Canadian Pacific Ry., "A" and "C," are being demolished, and new elevators of 9,500,000 bus. capacity are being erected, the net addition for 1927 being 7,000,000 bus., making the total about 72,500,000 bus.

### Reclaiming Leather Belting?

*Grain Dealers Journal:* Can old leather belting be reclaimed?—Nowak Milling Corporation, Hammond, Ind.

**Ans.:** Experts skilled in the work can unroll and examine the belt critically to select spots that may be worth saving for a new belt or smaller belts. The good pieces are then glued together. Some large belts in the course of time become worthless thru running crooked and the fiber becoming dead. It does not pay to reclaim such belts, altho there are dealers who buy, remake and resell them to poor judges of belting. In some large cities are shops specializing in the rebuilding of belts.

Some of the better shops will examine a belt and report to the patron that the belt is not worth the labor cost of reclaiming. If worth while the belt is made over and the customer charged the cost of the labor.

### How Does the Corn Borer Travel?

*Grain Dealers Journal:* If the corn borer is traveling west, or in other directions, what is his method of locomotion? He does not leave the plant on which he first sees the light of day during the months of June and July, the only months of his propagation, until May of the following year. When and how does he travel?—Yours truly, E. T. Custenborder, Sidney, O.

**Ans.:** The insect when in the larva form crawls like a worm, and in the moth stage supports itself in the air by its wings, the direction of its movement being controlled by the wind. As a larva its movement is negligible; and as a moth its flight against the wind is insignificant. The insect can complete its life history without travel; but the larvae sometimes leave their host plants when such plants are disturbed, or when such hosts become unsuitable for food and shelter thru decay or as a result of the drying out of the plant tissues. This migration is especially likely to occur when the hosts are buried or plowed under in the spring, or in the early fall to about November. Much of this migration is at night. In a series of experiments wherein crawling larvae of each instar except the second were restricted to sheets of paper from 5 to 6 ft. in length, without food, until death resulted, the average distance covered by larvae in the first instar was 31 ft. 3 ins.; third instar, 118 ft.

1 in.; fourth instar, 79 ft. 8 in.; fifth instar, 170 ft.; sixth instar, 97 ft. 1 in. In the summer of 1922 an experiment indicated that adult moths were capable of remaining in the air while the wind carried them at least 20 miles over water.

### Is Elevator Liable for Buying Stolen Wheat?

*Grain Dealers Journal:* If an elevator buys a wagon load of stolen wheat and pays the thief for the grain, is it liable to the court for repayment of the grain, in case the thief is caught and convicted of the crime?—Kismet Equity Exchange, Kismet, Kan.

**Ans.:** The answer to the question published in the Oct. 10 number was that the elevator is not liable; but R. W. Payne, of the Consolidated Flour Mills Co., Hutchinson, Kan., writes that they have a legal opinion contrary to the answer published.

The general rule is that a buyer acquires no title to stolen property. A seller can give no better title than he possesses. An exception is made in favor of a bona fide purchaser of negotiable instruments, such as a government bond payable to bearer; and the answer in Oct. 10 number was based on the theory that the grain was negotiable, as the owner could not identify it after mixed in the mass, which theory, it seems, was erroneous.

Search of the Kansas Statutes does not disclose any law on sale of stolen grain to a bona fide purchaser. The Century Digest contains no citation of owner's recovery from bona fide buyer of stolen grain.

If owner can trace wheat to the elevator then he should be able to collect for his property or recover.

### Arbitration Outcome on Reinspection?

*Grain Dealers Journal:* What would be the outcome in arbitration of a case wherein reinspection is called just within the time allowed by the rules of a grain exchange?

In the case at hand a car of corn was delivered to a commission firm in Omaha on May 30. The B/L was not delivered to me until June 1. Whereupon I immediately released the car to the commission firm and it was disposed of by them. The purchaser called for reinspection on the 6th of June and the car was graded down from No. 3 mixed to No. 5 mixed, musty and heating.

The shipper is trying to hold me responsible for the lower grade and make me pay the difference. Under the rules of the Omaha Grain Exchange inspection may be called within 120 hours. Reinspection was called within the 5 allotted days after receipt of the B/L by me. The shipper is contending it should have been called within 5 days after arrival of the car in the Omaha market.

What are the rules governing this case? Who would be the party to suffer from the lower grading, the commission merchant at Omaha, the purchaser, the shipper or myself as broker?—Subscriber.

**Ans.:** Grain may be sold by sample or by grade. When sold by grade the seller must deliver the grade called for by the contract and the buyer has the privilege of calling reinspection or federal appeal according to the custom and rules of the Exchange, and the last grading governs.

The commission merchants and brokers, not handling the grain for their own account, do not suffer the loss from the lower grading. The loss falls on the shipper if reinspection was called within the time allowed by the rule. The rule of the Omaha Grain Exchange follows:

Sec. 10a. (b) Either buyer or seller may call for reinspection at any time before the grain is unloaded and the contract shall be completed upon the basis of the grade as established by the reinspection subject to the right of appeal; except that when the change in grade is based upon deterioration in quality, or on moisture test, no readjustment of price shall be made unless the reinspection is called within 120 hours from 12 o'clock noon of the date of the delivery of the B/L or other proper order to move the carload of grain when on consignment; or in case of grain bought to arrive, within 120 hours from 12 o'clock noon of the date of original inspection, if said inspection is subsequent to delivery of B/L or order, and if the grade is changed within 126 hours from noon of original dating time as above specified then the contract shall be completed upon the basis of the grade established by such inspection subject to the right of appeal.

When cars are improperly loaded reinspection may be called at any time before car is unloaded.

### Court Instructs Nebraska Pool on Dissolution.

On motion of a group of members of the Nebraska Wheat Growers' Ass'n, Judge Blackledge in the District Court at Hastings, Nebr., on Oct. 29, issued an alternative writ of mandamus instructing the directors of the organization to call a delegate meeting to discuss the discontinuance of the ass'n's wheat marketing activity until such time as 50 per cent of the wheat acreage of the United States is under contract for marketing through co-operative ass'ns.

The alternative writ is made returnable on Nov. 21, which means either that the meeting be held as directed or that reason satisfactory to the court be shown why it should not be held.

It is explained that certain members of the ass'n petitioned for the holding of such a meeting in September, but that the directors have refused to call it.

"A house divided against itself cannot stand."

### Millions of Barberry Bushes Remain.

The barberry eradication campaign for the prevention of stem rust of wheat is now finishing its tenth year. As many bushes are being destroyed each year now as at the beginning. More than 14,300,000 bushes were destroyed in the first nine years ending in 1926. But more than 2,800,000 barberries were killed in 1926, a larger number than in any one of the preceding eight years. Already more than 1,200,000 barberries have been destroyed in 1927 and the season is not yet over. Many more millions remain to be destroyed in coming years.

### Stockholders in Farmers Elevator Co. Stung.

The Arcanum Equity Exchange Co., Arcanum, O., long will be remembered by 97 farmers as the concern that taught them the dangers of signing notes. The Equity Exchange needed more credit at the bank and most of the stockholders signed its note, which was given to the First National Bank of Pittsburgh, for \$4,000.

The note-signing business was good. Another for \$4,000 was given the bank at Verona; and the Peoples Savings Bank of Greenville holds a guaranty note on which there is still due \$12,977.80 and interest.

The first suit to be tried was that of the Pittsburgh bank, entitled First National Bank v. Sam Dull, Mr. Dull being one of the 86 who did not dispute their signatures. Judgment was given against them on Oct. 15 for \$2,117.74. The court then took up the cases of the 21 farmers who denied having signed the notes, but who admitted having signed some kind of a paper. One man declared he had never signed anything. The 21 then were asked to sign their names in pen and lead pencil for the benefit of the jury, and two Greenville bankers took the stand to testify that in their judgment all the signatures were genuine. After being out an hour the jury gave judgment against each of the 21.

The three remaining suits probably will be decided against the farmers.

It was in 1923 that so many farmers elevator companies in Ohio went on the rocks. The Greene County Grain Co. at Jamestown had \$50,000 liabilities. The Hancock Co-op. Elevator & Supply Co. had \$36,000 indebtedness, and there were many others. The Farmers Equity Grain Co. owed \$101,000 and operated elevators at Arcanum, Jaysville, and Pittsburgh when it made the assignment preceding the suit now in court.

The plant at Arcanum now is being operated by a new company composed of 21 farmers, who bot the elevator to run it on a business basis, as the Arcanum Elevator Co.



## Grading of New Corn at Chicago.

Arthur Hawn, assistant chief grain inspector of the Illinois State Grain Inspection Department at Chicago, reports the arrival of 23 cars of new corn prior to Nov. 9, on this crop.

The Illinois Central brought in 7 cars on its main line. I. C. 175138 arriving Nov. 2 graded No. 6 yellow, 22.8% moisture, 50.5 lbs. test, with 1½% damage. P. R. R. 12401 arriving Nov. 4 graded No. 6 yellow, 22% moisture, 52.2 lbs. test, with 2% damage. I. C. 158368 arriving Nov. 5 graded No. 5 white, 20% moisture, 52.5 lbs. test, with 1% damage. I. C. 157366 arriving Nov. 5 graded No. 5 white, 20.4% moisture, 52.4 test weight. R. I. 250430 arriving Nov. 5 graded No. 5 white, 20% moisture, 52.2 test, with 1.3% damage. A. W. P. 3715 arriving Nov. 5 graded No. 4 yellow, 19.2% moisture, 52 lbs. test, with 2½% damage.

The Illinois Central brought in 2 cars on its Freeport division. I. C. 157375 arriving Nov. 3 graded sample white, 26% moisture, 47.5 test weight. I. C. 173786 arriving Nov. 7 graded No. 5 yellow, 20.4% moisture, 50.3 test, with 3% damage.

The Chicago & Eastern Illinois delivered 6 cars. Nickel Plate 96432 arriving Oct. 28 was the first car of the season to arrive over any road. It was graded sample yellow, 26.2% moisture, 50 lbs. test weight per bushel. It came from Central Illinois. M. C. 81811 arriving Nov. 2 graded No. 5 yellow, 20% moisture, 54.5 lbs. test, and, like 96432, showed no damage. I. H. B. 5340 arriving Nov. 5 graded No. 5 yellow, 20% moisture, 54.7 lbs. test. S. F. 127995 arriving Nov. 7 graded No. 4 yellow, 19.2% moisture, 54.5 test. This was good corn from East Central Illinois and sold at 79½c. S. F. 181377 arriving Nov. 8 graded No. 6 yellow, 22% moisture, 51.5 test, with 1% damage.

The C. & N. W. Ry. delivered two cars over the Galena division, C. & N. W. 60912 and 112468, both on Nov. 4, the first grading No. 4 yellow, 18.2% moisture, 51.5 lbs., with 5% damage; and the second No. 5 yellow, 22.2% moisture, 50 lbs. test.

The Wabash brought in N. Y. C. 161444 Nov. 2 grading No. 6 yellow, 23% moisture, 50 lbs. test, with 3½% damage; and Wab. 80441 on Nov. 7 grading No. 6 yellow, 23% moisture, and 49.5 test weight.

New York Central Lines delivered N. Y. C. 228237 Nov. 7 grading No. 4 yellow, 17.2% moisture, 50 test, with 2% damage.

Chesapeake & Ohio delivered C. & O. 3586 Nov. 8 grading No. 6 mixed, 23% moisture, 52 lbs. test.

The Burlington delivered C., B. & Q. 116500 Nov. 5 grading sample yellow, 46 lbs. test weight. This car had two samples, one showing 30% moisture, hot; and one end half 31.2%.

Erie 115637 came in over that road Nov. 7 with No. 4 mixed corn showing 19% moisture and a test weight of 53 lbs. per measured bushel.

One of the cars coming in over the C. & E. I., Nov. 7, S. F. 120270, was probably old and new corn mixed, grading No. 3 mixed, 17.4% moisture, and 55 lbs. test, with 6% damage.

The best car received to date arrived at Chicago Nov. 9 from Oklahoma. It was graded No. 1 mixed, testing 56½ lbs., with only 15 per cent moisture.

I doubt if the farmers of Iowa, Minnesota and the Dakotas realize what is going on in Western Canada. Certainly the politicians of these and adjoining states ought to visit British Columbia, Alberta, Saskatchewan and Manitoba before attempting to solve the farm problems of the West. My guess is that after making such a trip these political leaders would advise their constituents to raise, as much as possible, crops other than wheat. The Peace River District is a rich virgin country where more wheat can be raised per acre than in any section in the world. Yet fine land can be purchased here at \$10 an acre.—Roger W. Babson.

## Reason of Heavy Discounts at Kansas City.

Kansas City, Oct. 29.—Cash wheat, especially of milling quality, continues in excellent demand, with the highest premiums on the crop prevailing for ordinary, bright, sound sweet wheat of low protein. Wheat of this description, especially that was threshed before the rain, grading No. 1, is selling at 5½c over the December for 10.50% protein, and one car sold yesterday at 8¼c over for 11.40% protein. Of course, wheat that shows the effect of rain, or weather damage, doesn't bring quite this much money. But, anything of milling quality, is bringing an excellent basis, compared with futures. Low grades have been rather slow, for the reason that mills are buying all the good wheat, not leaving very much for the elevators to buy to mix the poorer wheat with, hence the tremendous discounts that are prevailing.—Shannon Grain Co.

## Stock Show Offers Many Attractions.

Visitors to the International Live Stock Exposition in Chicago Nov. 26 to Dec. 3 will find each day's program crowded with educational and entertaining events of interest to every member of the family. The displays of breeding and fat live stock, grains, meats, government and state exhibits and boys' and girls' club products will be open for inspection throughout the Exposition and a brilliant horse show will occupy the arena every night except Sunday. Meetings of farm organizations and sales of pure-bred live stock will be held daily.

Saturday the college teams will judge live stock and crops, the juniors will show their baby beeves, pigs and lambs, the carloads of fat cattle will be judged in the stockyards and the mutton improvement demonstration contest decided. Judging will start in the Grain & Hay Show and continue daily until completed.

## Federal Appeal at Kansas City.

"Federal appeal" will no longer be allowed at Kansas City on grain that has gone out of condition since the grading appealed from, under an order just issued by M. Schuler, federal supervisor of grain inspection. If the grain has deteriorated the appeal will be dismissed.

The point at issue was made clear by E. J. Smiley, sec'y of the Kansas Grain Dealers Ass'n, in a circular to members published in the Journal Oct. 25, page 498, urging federal appeal immediately on arrival to fix the grading as of the time of arrival, instead of some 4 to 10 days later. Mr. Smiley reporting that buyers wait until the last hour of the second day after purchase before calling re-inspection and order the car to the industry immediately after calling re-inspection, with the result that the samplers are unable to locate the car until four or ten days after sale.

The new order, which is really in accord with the existing regulations, reads as follows:

"In case cars are ordered and it is impossible to obtain appeal samples because of lack of definite information as to location, the appeals will be held on file until possible to sample and examine the cars at place to which they were ordered, and in case the grain has become hot, heating, musty or otherwise out of condition, the appeals will be dismissed. Otherwise it may be handled in the regular way.

"This does not preclude the determination of the grade of the grain when it arrives at the industry, since another inspection may be had at that time, from which an appeal will be entertained to determine the condition of the grain at the time and place."

Argentine exports from Jan. 1 to Sept. 23 of this year compared with last totaled: Wheat 136,269,000—70,982,000 bus.; corn, 243,425,000—114,134,000 bus.; linseed, 58,583,000—54,331,000 bus.; oats, 37,063,000—34,101,000 bus.; barley, 13,182,000—7,073,000 bus.; and flour, 1,148,000—1,114,000 barrels.

## Forty-Story Board of Trade Building.

The directors of the Chicago Board of Trade on Nov. 3 indorsed plans submitted by the Building Com'te contemplating the expenditure of \$10,000,000 on a new Board of Trade building to be 40 stories high.

The site of the present structure will be covered by a building 22 stories high, on top of which will rise a set back of 18 stories more.

The trading hall will be 90 ft. or 5 stories high without a pillar or obstruction of any kind. It will begin at the third floor. The second floor will be devoted to banking and brokerage houses. The walls will be faced with Indiana limestone harmonizing with the two large new bank buildings on the nearby corners, and by reason of its superior height will occupy a commanding position at the South end of financial La Salle street.

The old building was erected in 1884, its rooms having high-old-fashioned ceilings that add to the cost of the structure but do not add to the rentals obtainable. While nearly all the cash grain firms remain most of the big private wire houses have found modern quarters in other office buildings. Recently nearly half a ton of clay tile and plaster fell from the ceiling of the visitors' room, fortunately killing none of the several persons injured.

For several years past the Board has been persistently accumulating a building fund, which on Dec. 15 last amounted to the handsome sum of \$652,120.98.

The engraving on front cover page is a faithful rendition from the plans as the new building will appear to a visitor looking down La Salle street when completed.

## Plugged 22 Cars of Wheat.

The U. S. Dept. of Agriculture has recently published its findings in the case of the Enid Terminal Elevator Co., Enid, Okla., involving the shipment of 22 cars of wheat to Galveston.

The inspector at Enid graded 10 cars as No. 1 hard winter, 10 cars as No. 2 hard winter and 2 cars as No. 3 hard winter.

The fact that most of the cars were heavily loaded rendered it practically impossible properly to inspect the wheat contained in the cars.

On arrival at Galveston from Jan. 12 to Jan. 21, 1927, the licensed inspector and the federal grain supervisor diligently sampled the cars and found in the bottoms of the cars one to three feet deep of inferior grain and weed seed, and therefore the licensed inspector at Galveston assigned to 21 of the cars the grade of sample mixed wheat, and dockage, and to one car the grade "not wheat."

## Coming Conventions.

Trade conventions are always worth while as they afford live, progressive grain dealers a chance to meet other fellows from the field of daily strife and to be convinced that the much maligned horns are truly mythical. You can not afford to pass up these opportunities.

Nov. 15-16. Colorado Seedsmen's Ass'n at the Colorado Agricultural College, Fort Collins, Colo.

Nov. 15-17. Farmers Elevator Ass'n of Nebraska, and Farmers Managers Ass'n of Nebraska, Hotel Yancey, Grand Island, Nebr.

Nov. 29-30-Dec. 1. Farmers Elevator Ass'n of South Dakota at Marvin Hughitt Hotel, Huron, S. D.

Dec. 3. Western Seedmen's Ass'n fall meeting, Baltimore Hotel, Kansas City, Mo.

Jan. 16-17. Farm Seed Ass'n of North America winter meeting, place to be announced later.

Feb. 22-23. Eastern Federation of Feed Merchants mid-winter meeting, Arlington Hotel, Binghamton, N. Y.

Feb. 28-29, Mar. 1. Farmers' Grain Dealers' Ass'n of North Dakota, Grand Pacific Hotel, Bismarck, No. Dak.

Oct. —. Grain Dealers National Ass'n at Boston, Mass.



"If a man empties his purse into his head, no man can take it from him; an investment in knowledge always pays the best interest."—Franklin.

## Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### Kansas Wheat Stack Damaged.

*Grain Dealers Journal:* The wheat that is moving is generally pretty poor stuff. While there is no more stack burned wheat than was to be expected there is good deal that has been damaged in the stack.

The discoloration and burnt odor of stack-burnt wheat is due to stacking wheat while it is too wet, or when it contains a great deal of green weed seeds, which causes it to heat.

The musty odor and decomposition of stack damaged wheat is due to grain staying wet in the stack.

The wet harvest conditions this year picked the good stackers from the inefficient. Many stacks seemed to hold water instead of shedding it as they should. One difficulty that stackers encountered is that the grain which was hardly more than headed left very little straw with which to work.—C. C. Blair, Beloit, Kan.

### Farmers Adopting Corn Pickers.

*Grain Dealers Journal:* Northwestern Iowa newspapers report numerous sales of mechanical corn pickers. Like the combination harvester, the corn picker saves both labor and expense. It relieves the farmer from dependence upon itinerant labor during the season of corn gathering; it greatly speeds up the process of picking; it is a cheaper method than hand picking. The mechanical corn picker is a prophecy of the eventual disappearance of husking.

The trend is toward the application of machinery to all the processes of the farm; in the case of the corn picker that trend would seem to have been accelerated more by the rising cost of husking than by any other cause. It is not so long ago that 5 cents a bushel was considered a fair wage for hand picking. But with the wages of other industries rising, it was natural that corn pickers should demand increases. Therefore, the rate paid per bushel increased steadily though slowly until it became common for a farmer to pay as high as 10 cents per bushel.

By the use of machinery the farmer will add to his income thru reductions in the cost of production.—Tran Le Krot.

### Dust-Proof Bearings Are Fire Preventive.

*Grain Dealers Journal:* In an article in the Sept. 25 number R. D. McDaniel conveyed to the reader the main thought that a dust-proof bearing was a safety factor. This thought has a wider application than suggested by the title of the article, which was "Anti-Friction Bearings for Grain Elevators."

Our bearing is not what you would class as an anti-friction bearing but it has in itself all the merits which can be accomplished by the use of anti-friction bearings. As a dust-proof bearing it has the same safety factor of eliminating any possible chance of oil being thrown or a suction by means of the ventilation which would cause the insulation to deteriorate and become more or less spongy, no doubt breaking down and causing a short in the windings with probable fire damage.

After calculating the friction of our bearing

compared with an anti-friction bearing the difference is so small that it is not even worth mentioning in advertising literature. In the operation of any machinery it makes no difference in the performance of the equipment.

The sealed sleeve bearing of the Westinghouse Motor positively seals the oil in the bearing, and seals the dust and grit positively out. The air pressures within the bearing housing are balanced, thereby preventing air from getting in and oil from leaking out. The elimination of insulation failures due to oil-soaked windings, the greatly increased life of bearings due to lubricating oil that stays clean and the cushioning effect of the sleeve bearing will, all combined, considerably reduce motor maintenance, care and operating costs.—H. T. McKay, Industrial Division, Chicago Office of Westinghouse Electric & Mfg. Co.

### Be Careful in Invoicing Grain Shipments.

Slap-dash methods of transacting a grain business just to get the grain moved, with too much dependence upon subsequent arbitration or adjustment of differences, are prolific of trouble for the seller. Besides the risk that the buyer may reject the shipment there is always the hazard that the U. S. Dept. of Agriculture may prosecute for violation of the U. S. Grain Standards Act, Sec. 5 of which provides that no person may represent any grain shipped in interstate commerce to be other than the grade shown by the official certificate.

A recent case is that of the Bingham-Hewett Grain Co., of Louisville, Ky., in which the Department of Agriculture on Oct. 21 made public its findings, as follows:

On a contract calling for 1,250 bus. of No. 2 white corn the company shipped to Lindsey-Robinson Co., Roanoke, Va., a car that had been graded No. 4 white by the official inspector at Louisville. On a contract calling for No. 2 white corn the company shipped to Howery-Taylor Milling Co., Roanoke, Va., a car that had been inspected at Louisville No. 4 white. On a contract calling for No. 2 white corn the company shipped to the Brown Milling Co., Charlottesville, Va., a car inspected at Louisville as No. 4.

An official of the company told a representative of the inspection department of the Louisville Board of Trade that they did not want an inspection of these cars and requested him to tear up the certificates.

### Sturtevant Assails Farm Relief Plans.

Opposition to legislative measures for farm relief, until they are conducted on a more constructive basis, was expressed by C. D. Sturtevant, of Omaha, president of the Grain Dealers National Ass'n, in a talk at the "Grain Exchange Night" of the Sioux City Traffic Club on Oct. 26.

"We grain men are opposed to legislative measures for farm relief because such measures would destroy the present grain marketing system, which is the most efficient ever known. The present system was built up gradually, ever since the cultivation of grain began, and we feel that no system could be better.

"Whenever we hear of a proposal which will wreck this system, or which will impede its progress or impair its efficiency, we must, if we are fair with ourselves, oppose it to the limit of our ability. We could not sit idly by and see the McNary-Haugen bill become a law, nor can we refrain from taking a hand when the next Congress considers the many proposals for farm relief that will be presented.

"We know it takes a lifetime to learn the grain business, yet members of Congress, without actual experience, are attempting to substitute for the present system of grain marketing the untried and half-baked theories of impractical dreamers. We are convinced that had the McNary-Haugen bill become a law, the grain trade would have experienced such a temporary orgy of profit making as had never before been known in the country, and that inevitable disaster to agriculture would have followed.

"The present system of grain marketing—the basis of which is dealing in futures—has demonstrated its efficiency not once or twice, but continuously. It can be improved, and we welcome constructive criticism, but until political proposals are constructive instead of destructive, until they are clearly an improvement upon the present system instead of untried experiments, we will continue to oppose them."

The Canadian Wheat Pool was recently admitted to membership in the London Corn Trade Ass'n. The Pool also belongs to the Winnipeg Grain Exchange. By its actions, the Pool has publicly paid its tribute to the system developed thru the centuries by the world's grain trade. There is no longer even a pretence that the Pool has developed a new system of trading.—Winnipeg Grain Trade News.

### Daily Closing Prices.

The daily closing prices for wheat, corn, oats, rye and barley for December delivery at the following markets for the past two weeks have been as follows:

WHEAT															
	Oct. 25.	Oct. 26.	Oct. 27.	Oct. 28.	Oct. 29.	Oct. 31.	Nov. 1.	Nov. 2.	Nov. 3.	Nov. 4.	Nov. 5.	Nov. 6.	Nov. 7.	Nov. 8.	Nov. 9.
Chicago	124 1/4	124 1/4	124 1/4	123 3/4	125 1/4	125 1/4	125 1/4	125 1/4	125 1/4	124	126 1/4	126 1/4	125 1/4	125 1/4	125 1/4
Kansas City	119	119 1/4	119 1/4	118 3/4	120 1/4	120 1/4	120 1/4	120 1/4	119 3/4	121 1/4	121 1/4	121 1/4	121 1/4	121 1/4	121 1/4
St. Louis (h. wint'r)	124 1/4	124 1/4	124 1/4	124 1/4	125 1/4	125 1/4	125 1/4	125 1/4	125 1/4	124 1/4	126 1/4	126 1/4	126 1/4	126 1/4	125 3/4
Minneapolis	122 1/4	122 3/4	123	121 1/4	123 1/4	123	123 3/4	122 1/4	123	121 1/4	123 1/4	123 1/4	122 3/4	122 3/4	122 3/4
New York (dmstic)	124 1/4	126 1/4	126 1/4	125 3/4	127 1/4	126 3/4	126 3/4	126 1/4	126 1/4	125 1/4	128	125 1/4	126 3/4	126 3/4	126 3/4
Duluth (durum)	114 1/4	115	114 3/4	114	116 3/4	115 3/4	115 1/4	115 3/4	117	118 3/4	120 1/4	122 1/4	120 1/4	120 1/4	118 3/4
Winnipeg	130 1/4	130 1/4	126 3/4	125 3/4	127 1/4	125 1/4	126 1/4	126 1/4	126 1/4	126	127 1/4	*	127	127 1/4	127 1/4
Milwaukee	124 1/4	124 1/4	124 1/4	123 3/4	126	125 1/4	125 1/4	125 1/4	125 1/4	124	126 1/4	126 1/4	125 1/4	125 1/4	125 1/4
CORN															
Chicago	83 3/4	81 1/4	81 1/4	82 1/4	83 3/4	82 1/4	83 3/4	82	83 1/4	82 3/4	83 1/4	84 3/4	85 1/4	84 3/4	84 3/4
Kansas City	76 3/4	74 3/4	74 1/4	75 1/4	76 1/4	75	76 1/4	75 1/4	75 3/4	75 1/4	76 1/4	77 3/4	78 1/4	78 1/4	78
St. Louis	83 3/4	81 1/4	81 1/4	82	82 3/4	82	82 3/4	82 3/4	82 3/4	82 3/4	83	83 3/4	84 3/4	84 3/4	84
Milwaukee	83 3/4	81 1/4	81 1/4	82 3/4	83 3/4	82 3/4	83 3/4	82 3/4	83 3/4	82 3/4	83 3/4	84 3/4	85 1/4	84 3/4	84 3/4
OATS															
Chicago	46 3/4	47	47 1/4	47 3/4	47 3/4	47 3/4	47 3/4	47 3/4	48 1/4	48 1/4	48 1/4	48 1/4	48 3/4	49 3/4	49 1/4
Minneapolis	43 3/4	44	44 1/4	44 1/4	44 3/4	44 3/4	44 3/4	44 3/4	45 1/4	45 1/4	45 1/4	45 1/4	46 1/4	46 1/4	46 1/4
Winnipeg	52 1/4	52 3/4	52 3/4	51 3/4	52 1/4	51 3/4	52 1/4	52 1/4	53 1/4	53 1/4	53 1/4	53 1/4	54 3/4	55 1/4	55 1/4
Milwaukee	46 3/4	47	47 1/4	47 3/4	47 3/4	47 3/4	47 3/4	48	48 1/4	48 1/4	48 1/4	48 3/4	49 3/4	49 3/4	49 1/4
RYE															
Chicago	98 3/4	98	98 1/4	97 3/4	98 3/4	98 1/4	98 3/4	99 1/4	99	98 3/4	99	99	98 3/4	99 3/4	99 3/4
Minneapolis	92 3/4	92	92	91 3/4	92 1/4	92 3/4	92 3/4	93 1/4	93 3/4	94	95 1/4	95 1/4	94 3/4	95 3/4	95 3/4
Duluth	94 1/4	93 3/4	93 3/4	93 3/4	94 1/4	94 3/4	94 3/4	95 3/4	96 1/4	96 3/4	97 1/4	96 3/4	95 3/4	97 1/4	97 1/4
Minneapolis	69 1/4	70	70 3/4	70	70 3/4	70 3/4	70 3/4	71	71 1/4	71 1/4	71 1/4	71 1/4	72 1/4	72 3/4	72 3/4
BARLEY															
Winnipeg	72 3/4	73	73 1/4	72 3/4	73 3/4	73 3/4	73 3/4	74 1/4	74 1/4	74 1/4	74 1/4	75	75 1/4	75 3/4	75 3/4
Winnipeg	95 1/4	95 1/4	95 3/4	95 3/4	96	96 3/4	96 3/4	96 3/4	96 3/4	96 3/4	96 3/4	96 3/4	96 3/4	96 3/4	96 3/4

\*Holiday—Thanksgiving.



## Against Stamp Tax on Futures.

Leslie F. Gates of Chicago and C. D. Sturtevant of Omaha appeared before the House ways and means com'te Nov. 7 during its hearing on tax reduction, speaking for 12 exchanges having 5,350 members.

Mr. Gates said the tax was a nuisance to dealers and was paid by the producers.

This tax has been in force for 12 years and for 5 years at double the rate, altho it was in force only 4 years during the Spanish-American war.

The tax falls also on cash transactions in grain which are not separable from speculation; and is a decreasing source of revenue, having produced \$7,567,000 in 1924; \$5,400,000 in 1925; \$4,000,000 in 1926, and \$2,884,000 in 1927. To continue the tax would be a punitive measure.

It is very inconsistent to tax futures as a luxury when grain futures are necessary to the producers and consumers, and must be regulated in their interest.

The American Exchanges suffer from this tax on futures in competitive sales of the crops with the exchanges of Winnipeg and Liverpool, where the tax is not levied.

## Reports on Individual Trades Again Required.

On Nov. 1 L. A. Fitz, grain exchange supervisor at Chicago, sent the following notice to all clearing members of the Chicago Board of Trade:

On and after November 1, 1927, you will kindly report to the Grain Futures Administration, daily, each and every account having a net open interest in any one future amounting to 500,000 bushels wheat, corn or oats or to 200,000 bushels rye.

In rendering your report use same code designation you have formerly used for all old accounts and use new code designation for all new accounts.

With your first report that includes new accounts send separate letter identifying new code numbers by giving corresponding name and address of person or firm.

It is about 8 months since the grain futures

supervision required reports on individual positions in the grain markets; and their resumption at this time is probably due to a desire on the part of the supervision to be informed as to the facts in order to make such reports as may be requested by members of congress.

This governmental prying into private business comes as a threat and will help to drive the speculators out of the grain futures markets to the great disadvantage of the producers.

## Eight Cars of Wheat Plugged.

The U. S. Dept. of Agriculture on Oct. 19 made public its findings in the case of the Pearlstone Mill & Elevator Co., Dallas, Tex., involving 4 cars of wheat forwarded to Galveston for the account of the Texas Wheat Growers Ass'n, and 4 cars for export for the account of the Enid Terminal Elevator Co.

The inspector at Dallas graded out 5 cars as No. 1 and 3 cars as No. 2 hard winter.

After one drag of the power shovel unloading the grain at Elevator "B," Galveston, the inspector and federal supervisor found trash and inferior grain in the bottom of each of the eight cars, about one to three feet deep in all corners and along the sides except at the grain doors. The material so located consisted of some broken and weevil-bored corn, chaff, caked bran, sorghum hulls, wheat and dirt. On the basis of this inferior product the inspector at Galveston issued a certificate for each of the cars as "not wheat" and labeled the cars "screenings."

The moral is to load cars evenly. When different qualities of grain are to be loaded into a car the different qualities should be mixed thoroly before spouting into the car. When good wheat is loaded into a car with poor grain, unmixed, so that the inspector gets a trier with poor grain at the lower end he has no choice but to grade the whole carload as of the lower grade, under the rules. The result is that if sold on grade the seller loses the value of the better grain contained in the car.

## Why Department of Agriculture Forecasts Prices.

W. M. Jardine, sec'y of agriculture, in a letter to Senator Jos. E. Ransdel, defends the price prediction reports as an endeavor by the government to give the farmer a price forecasting service like that enjoyed by large business organizations who employ economic statisticians to make forecasts as to business conditions. In part he wrote:

The nature of the farm business makes the farmer's problem even more complex than that of the business man. Farm production plans once begun must be carried through the season without material change and perishable crops must be marketed soon after they are harvested. Farmers must likewise make forecasts if they are to avoid losses from overproduction or from feeding the market too heavily in the season of heavy production, and if they are to secure the best possible returns for their labor and management.

Very few individual farmers have in hand the necessary extensive information or are in a position to make the necessary calculations as a basis for forming good judgments as to probable prices. Industry is thoroly organized and through compact individual organizations or trade ass'ns business men are kept informed in regard to supplies, demand and other factors affecting the prices of their products. Farmers, on the other hand, to the number of 6,000,000 scattered throughout the United States are not sufficiently organized to perform this service for themselves. Some other agency must do it. The Department of Agriculture is a service institution for the farmer. Millions of dollars have been spent to provide him information as to how to produce more and better products. One of the most important questions that he has to deal with is: What price is he likely to receive for his product, or when can he sell most advantageously? The Department is now developing an economic service which will aid him in planning his production and in marketing his product more advantageously. This service has been developed in response to the increasing demands of farmers and their organizations.

In the past few years a beginning has been made in the direction of rendering the farmer essential economic service. All available statistics of production, consumption and prices of important agricultural commodities have been collected and analyzed. Special studies have been made and methods have been developed to measure the effect of supply and other factors upon price. The results of thoro research in this field have been published in bulletins which have been widely distributed. The monthly Price Situation statements are based on the results of such research. These statements present briefly farm price tendencies, business conditions that affect the demand for agricultural products, prospects as to supplies, and consumption or utilization of the more important agricultural commodities. An attempt is made to indicate the significance of the statistical position of each commodity in terms of prices. It is assumed that farmers want to know the facts with reference to a condition that promises a decline in price as well as a rise in price.

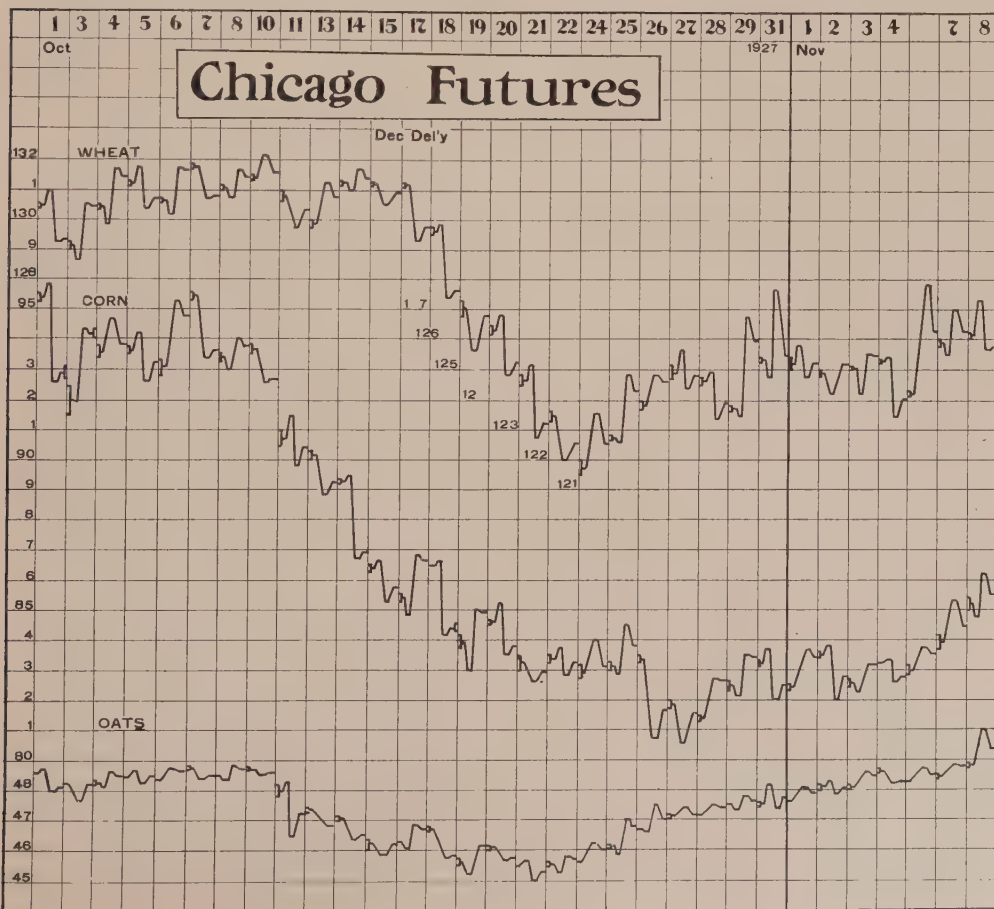
In the Price Situation as of Sept. 15, for example, it was indicated that the prospects were that the prices of wool, cattle, butter and eggs would rise, while the prices of several other commodities would probably decline. In developing the analysis of prices the Department has had the advice and cooperation of the most competent economists in the country. The results have been presented in lectures to many groups of practical farmers who have shown keen interest in the work. For more than two years the monthly Price Situation reports have been published in "Crops and Markets," which is distributed to over 100,000 farmers. Farm management demonstrators and economists in several states are using these reports as a basis for monthly statements prepared especially for and given wide distribution among the farmers of their respective states.

Passage of the McNary-Haugen bill was demanded by the corn belt and southern conference at St. Louis, Nov. 2. Sentiment was strong against Sec'y of Agriculture Jardine's stabilization corporations to take up surpluses. These loud speakers, out of a job, want a government sinecure.

## McNary Confers with Coolidge.

On Nov. 2 Pres. Coolidge and Senator McNary, chairman of the senate com'te on agriculture, had a conference on farm legislation. McNary now is willing to drop the equalization fee tax from the McNary-Haugen plan; and the president desires to effect an agreement on farm legislation.

## Chicago Futures





## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

### COLORADO.

Akron, Colo., Oct. 23.—Corn will yield only about 12 bus. per acre. Quality is poor.—Roy Buchanan, Denver Elevators.

Wray, Colo., Oct. 25.—Weather is awfully dry. We need rain for our winter wheat.—Geo. Maag, Wray Equity Union Exchange Co.

Akron, Colo., Oct. 23.—We have only about half a corn crop. We shall have to ship in some.—Joe Hall, Farmers Milling & Merc. Co-operative Ass'n.

Eckley, Colo., Oct. 25.—Our corn will be light, grading mostly about 4. Yields will average between 15 and 20 bus. per acre.—H. C. Catchpole, Kellogg Grain Co.

Hyde, Colo., Oct. 23.—We shall have some corn. Yields ought to average 18 to 20 bus. per acre. About 20% will be soft or chaffy.—O. R. Millen, agt., Shannon Grain Co.

Laird, Colo., Oct. 25.—If we don't have a little rain soon we will have no grain next year. Haven't had a rain all fall.—G. H. Burnett, Farmers Union Co-op. Elevtr. Co.

Schram (Yuma p. o.), Colo., Oct. 25.—Some corn will be good and some bad. Yields will run from 10 to 25 bus. per acre.—Geo. Trelan, agt., Yuma Farmers M. & M. Co.

Platner, Colo., Oct. 23.—Wheat averaged only 6 to 7 bus. per acre. Corn is yielding between 15 and 20 bus. Quality is just fair. Lots of it will be soft.—O. F. Sarsfield, Denver Elevators.

Wray, Colo., Oct. 25.—We will have quite a little corn to ship this year. Our yields should average 15 bus. per acre. Some of it was hailed pretty heavy.—Frank Holcomb, Farmers Union Co-operative Co.

### ILLINOIS.

Watseka, Ill., Nov. 8.—This territory has sown five times as much wheat as was put in in 1926.—Fred Owings.

Springfield, Ill., Nov. 2.—Weather excellent for drying corn. Gathering has begun. The conditions were almost unprecedented for this time of year. Wheat is growing well and seeding is nearly completed. It needs rain in some areas.—Clarence J. Root, meteorologist.

### IOWA.

Des Moines, Ia., Oct. 26.—"Indian Summer" weather during the past week was ideal for drying out corn and for fall farm work in general. One hundred per cent sunshine in all parts of the state for 11 consecutive days has done much to improve the conditions of the corn crop. The moisture content of the corn has been greatly reduced by temperatures that reached 80 degrees in the afternoons and by occasional light freezes at night. Temperatures during the past week averaged nearly 10 degrees above normal and 5 degrees higher than the last two weeks of September. Immature corn is somewhat chaffy, a condition preferable to sour, frosted corn. Little corn husking has been done, altho cribbing is expected to commence within a few days. Killing frosts have not yet visited some of the extreme south central and southwest counties. Clover seed hulling with fair yields and some late cutting of alfalfa has been done during the past week. The amount of fall plowing reported completed is greater than a year ago. Cattle feeding will probably be decreased in Iowa since feeder cattle are scarce and high priced. The identical situation is prevalent in South Dakota.—Arthur G. Torkelson, Lamson Bros. & Co.

### KANSAS.

Glasco, Kan., Nov. 8.—Corn is good tho we haven't a great deal. Probably most of it will be fed locally.—H. S. Woodward.

Concordia, Kan., Nov. 7.—Corn is averaging around 40 bus. per acre. Quality is good except for moisture. It is carrying 18% and better.—Bossemeyer Bros.

Morganville, Kan., Nov. 5.—Corn is in fine shape. Most of it is making 40 to 45 bus. per acre. Quality is good tho it carries quite a lot of moisture.—R. E. Miller.

Simpson, Kan., Nov. 8.—Corn yields are running around 35 bus. per acre, but it doesn't look like we will handle much. Don't think we have more than enuf for our own needs.—Geo. Layne, Simpson Grain Co.

### MISSOURI.

St. Joseph, Mo., Nov. 3.—While frost was delayed sufficiently to eliminate much crop damage, many shippers in the St. Joseph territory are of the opinion that the quality of corn will not be as good as is generally anticipated.—Nelson K. Thomas, sec'y, St. Joseph Grain Exchange.

### NEBRASKA.

Spring Ranch, Neb., Oct. 30.—Corn is fine. Moisture is a little high and we need a freeze to dry it out.—D. C. Hinds.

Trenton, Neb., Oct. 26.—We got our first load of new shelled corn yesterday. It was mixed, fairly dry.—E. A. Wellett.

Benkelman, Neb., Oct. 26.—We expect to have some corn. Benkelman ought to ship about 200,000 bus.—E. F. Ham, Independent Elevtr.

Stratton, Neb., Oct. 26.—Corn yields ought to average 25 bus. per acre. It is of pretty fair quality.—Fred Shotbolt, Krotter & Shotbolt.

Gladstone, Neb., Nov. 3.—Corn has dried fine the last couple of days. We expect the movement to start soon. Quality will be fine.—G. C. Schoen.

Red Cloud, Neb., Nov. 1.—We expect quite a little corn to ship, which is unusual for this section.—G. A. Kailey, Farmers Union Co-operative Co.

Chester, Neb., Nov. 3.—Corn is of good quality except for moisture. It is making 40 to 50 bus. per acre.—W. A. Fellers, Citizens Lumber & Supply Co.

Bartley, Neb., Oct. 28.—We need a good rain and a freeze. Corn carries quite a bit of moisture and needs a little drying out.—Bartley Equity Exchange.

Max, Neb., Oct. 26.—Corn is averaging about 20 to 25 bus. per acre. Quality is good, even the replant stuff.—W. J. Marks, agt., Krotter & J. S. Fitzgerald.

Trenton, Neb., Oct. 26.—About 75% of the wheat has been marketed. Lots of it graded poorly. Stack threshing is over.—Chas. Kotter, Sheridan Grain Co.

Guide Rock, Neb., Nov. 2.—Corn yields are running around 30 bus. per acre. It is the best crop we have had in many years. Very little damage.—L. W. Ely.

Indianola, Neb., Oct. 27.—We expect a good corn crop. Some snap corn is moving. Some of it contains quite a lot of moisture.—Jos. Reiter, Smith-Reiter Co.

Pauline, Neb., Oct. 31.—Our corn crop is good. Movement will start soon; too soft for easy shelling yet. Need a good frost. Last night's frost helped.—Jno. McCleery.

Cambridge, Neb., Oct. 28.—We have a pretty fair corn crop this year. Quality is fair but carrying heavy moisture now. It needs a freeze.—R. Rankin, Rankin Bros.

Indianola, Neb., Oct. 27.—Corn is a pretty fair crop. Looks like good quality. Yields are running over 30 bus. per acre.—N. J. Uerling, Indianola Equity Exchange.

Mascot, Neb., Oct. 29.—We have a fine corn crop. It is shucking around 35 to 40 bus. per acre. Quality is good tho it is a little green to handle.—L. L. Swindell.

Benkelman, Neb., Oct. 26.—The wheat movement is practically over. The quality was poor and the growers did not attempt to hold it.—A. Edwards, Farmers Grain Co.

Trenton, Neb., Oct. 26.—We are going to have a fine corn crop and 90% of it will be good merchantable quality. Very little is soft.—L. E. Holmes, Trenton Equity Exchange.

Bostwick, Neb., Nov. 2.—We expect a 40-bu. average yield per acre on corn thru here. Quality will be good after the moisture gets out.—E. L. Hoffman, L. W. Ely & Son.

Byron, Neb., Nov. 2.—We have fair corn but it still has a lot of moisture. Yields should average 30 bus. Farmers want a higher price and we do not look for much movement before January.—Ed C. Sanford.

Gilead, Neb., Nov. 3.—We expect an average yield of corn of about 25 to 30 bus. per acre.—G. Frey, Hebron Grain Co.

Holbrook, Neb., Oct. 28.—This territory is harvesting the biggest crop of corn it ever raised. Both acreage and yield are above normal.—J. C. Cooper, agt., Rankin Bros.

Glenvil, Neb., Oct. 31.—About 30% of the wheat is still back in the farmers' bins. Very little of it suffered stack burning.—Henry Rischling, Farmers Union Co-operative Ass'n.

Atlanta, Neb., Oct. 29.—Our corn crop is very good. Yields are running around 30 bus. per acre. Quality is good for the most part.—Ross Jackson, mgr., Atlanta Equity Exchange.

Glenvil, Neb., Oct. 31.—Corn should show an average yield of about 30 bus. per acre. It is of good quality but a little light in weight.—M. A. Jennings, agt., Shannon Grain Co.

Ayr, Neb., Oct. 31.—It looks like a fine corn crop, yielding 25 to 30 bus. per acre. Still pretty damp and it is expected to shrink quite a lot.—C. W. Frank, Ayr Co-operative Mercantile Co.

Hebron, Neb., Nov. 3.—Our wheat crop averaged 18 to 20 bus. and it looks like 25 to 30 bus. for the corn. Quality appears good. Very little damage.—C. P. Willig, Machin-Willig Grain Co.

Hardy, Neb., Nov. 2.—Our corn is real good. It is the best crop in a number of years and the quality is good tho it carries quite a bit of moisture.—L. P. Pecht, Farmers Union Elevator Ass'n.

Cowles, Neb., Nov. 1.—Corn is pretty good. Yields are averaging around 25 bus. per acre. Some of it is good and some not so good.—Jas. J. Lambrecht, Farmers Union Co-operative Ass'n.

Haigler, Neb., Oct. 25.—Our wheat crop suffered very nearly a failure as a consequence of dry weather in May and hail in June. Dry weather this fall has hurt next year's prospects.—W. F. Woods.

Edison, Neb., Oct. 28.—Our corn is good. Yields are averaging 30 bus. It needs a good freeze to help prepare it for shelling tho it has been drying well.—J. A. French, Farmers Co-operative Grain Ass'n.

Blue Hill, Neb., Nov. 1.—Some of our farmers estimate 30% of our wheat is still on the farms. But more of our largest growers have sold their grain more than ever before.—J. A. Leming, Farmers Union Co-operative Ass'n.

Oxford, Neb., Oct. 29.—Corn is a good crop. Most of the farmers are talking 25 to 30 bus. per acre. New deliveries carry a lot of moisture. Maturing is uneven. We need a good freeze.—W. A. Aikins, Farmers Exchange.

Arapahoe, Neb., Oct. 28.—Corn is a good crop tho it is carrying quite a bit of moisture. It has dried a lot in the last 10 days but is not ready to shell yet. We have begun to crib it.—Wm. Suedmeyer, Farmers Equity Exchange.

Holbrook, Neb., Oct. 28.—Corn is good. Yields run around 25 bus. per acre. It is carrying pretty heavy moisture. We need some good freezing weather to put it in shape to crib.—C. L. Frack, Farmers Union Co-operative Ass'n.

Lester (Red Cloud p. o.), Neb., Nov. 2.—Corn is the best we have had for years. Wheat was also good. A little patch of millet we threshed yesterday produced 50 bus. per acre, which is unusual for millet.—S. W. Frisbee, Amboy Mlg & Elevator Co.

Oxford, Neb., Oct. 28.—Corn seems to be carrying quite a bit of moisture. Dealers are commencing to buy ear corn at 30 lbs. to the bu. Farmers have commenced cribbing and so have the dealers. Shelling has begun but the corn needs to dry a little more before it is ready to be shipped. Most of the dealers seem to think they need a freeze.—E. W. M.

Blue Hill, Neb., Nov. 1.—Farmers in this section are going to be disappointed in their corn crop as they were on their wheat. The average yield will run from a third to a half short of expectations, tho we will have some good corn.—M. J. Weist, Farmers Grain & Livestock Co.

Lincoln, Neb., Oct. 31.—After a growing season of 191 days, southeastern Nebraska today saw the first killing frost on the ground. Temperature, at that, only went down to a trifle under 32 degrees, just three degrees below the previous low for this fall. Corn growers who had for weeks hoped the frost would hold off to facilitate corn picking, which has been delayed on account of excess moisture.—E. W. M.



## OHIO.

Elida, O., Oct. 26.—Farmers in this territory are putting in an increased acreage of wheat this fall. Our old corn was pretty fair stuff, but we had to sort all of it. The new corn will not make 60 per cent of a normal crop.—Delbert McBride, Elida Farmers Equity Exchange Co.

East Toledo, O., Oct. 26.—Our corn crop came out in fine shape, 75% has matured and 25% is good cattle feed, soft but good for ensilage. Our acreage is about 75% of average because of the corn borer drive. Our wheat acreage is about 25% above average and our next year's corn acreage will be less, so the farmers can keep a closer check on the corn borer.—H. G. Dehring.

## SOUTH DAKOTA.

Spearfish, So. Dak., Oct. 31.—Never has the state of South Dakota had such crops as this year. The small grain crops in the Black Hills country were exceptionally good. East of the Missouri River in South Dakota they have a tremendous amount of corn and none of it seems to have been hurt by frost. Farmers are making a mistake by starting husking too soon and many have been obliged to stop. They are going into the fields with their new huskers and piling up the corn too fast. If a good hard freeze would come along it would be different, but this near summer weather is going to cause the corn to heat and spoil. Where South Dakota reaped the advantage is that its bumper crop has been raised on what is known as "cheap" land. This year some crops of 50 bushels of wheat an acre were raised on land that was valued at only \$20 an acre. You don't have to raise a bumper crop every year on that kind of land to be ahead of the game.—Arthur G. Torkelson, Lamson Bros. & Co.

## TEXAS.

Muleshoe, Tex., Nov. 7.—"We are in the heart of the sudan seed belt. New seed has just begun moving, with very disappointing yields. Earlier in the season crops promised wonderful yield. Think now we will thresh about 75% of last year's crop. Kafir and maize will make about 50% of last year's crop. New crop has just begun moving. The corn will be 60% soft and very wormy.—Bailey County Elvtr. Co.

## WISCONSIN.

Marshfield, Wis., Nov. 3.—No ripe corn here this year, but fair silage. Potatoes small and light yield. Oats and barley fair yield. Winter wheat fair yield. Hay crop is good. Farmers progressing nicely with fall work.—C. J. Sparr, Marshfield Mlg. Co.

## Government Crop Report

Washington, Nov. 10.—The U. S. Dept. of Agriculture reports as of Nov. 1 the total production of corn at 2,753,249,000 bus., against 2,646,853,000 last year and a 5-year average of 2,766,561,000. The yield per acre is 28.2, against 26.6 last year and a 5-year average of 27.2 bus. The acreage harvested is 97,633,000, against 99,559,000 a year ago and a 5-year average of 101,790,000. The quality is 75.2 per cent, against 72.6 last year and a 5-year average of 80.7 per cent.

The amount of corn remaining on farms in the United States on Nov. 1, 1927, is estimated at 4.2 per cent of the crop of 1926, or about 111,068,000 bus., compared with 133,015,000 bus. on Nov. 1, 1926, and 120,967,000 bus., the average of stocks of corn on Nov. 1 for the five years 1922-1926.

Flaxseed acreage is 2,653,000, yielding 9.2 bus. per acre or a total of 24,321,000 bus., against 18,592,000 last year and a 5-year average of 20,000,000 bus.

## Much Smutty Wheat in the Northwest.

On five days in October the number of cars of smutty wheat arriving at Duluth, Minn., exceeded 100, having been 267 on one day when the receipts were 1,591 cars of wheat. On 17 days in October and early November, out of 11,922 cars of wheat received, 1,549 were labeled by the official inspectors as "smutty." This percentage of 13.8% may hold good for the remainder of the present season, assuring profitable employment for those of the elevators equipped for washing and treating the grain.

The Illinois State Grain Inspection Department reports much more smut this season in the wheat arriving at Chicago from Illinois and Iowa.

## Buckwheat.

Marshfield, Wis., Nov. 3.—There is not much buckwheat raised around here.—C. J. Sparr, Marshfield Mlg. Co.

Plainfield, Wis., No. 3.—The acreage of buckwheat is small, quality fair, crop not as large as last year.—T. H. Cochran Co.

Wysock, Penn., Nov. 4.—Buckwheat acreage is the same as last year. Crop about 90% as large as last year.—Wysock Produce Co.

Colfax, Wis., Nov. 4.—Buckwheat yield, quality and acreage same as last year for this section.—J. A. Freestone, agt., Northern Elvtr. Co.

Royalton, Minn., Nov. 2.—Buckwheat very poor yield, 5 to 8 bus. per acre, compared to 25 to 30 last year. Quality fair.—Ahlbrecht Grain Co.

Plainwell, Mich., Nov. 4.—Buckwheat acreage is 50% of last year, quality and yield about 25% higher than last year.—J. F. Easley Mlg. Co.

Bloomer, Wis., Nov. 3.—Buckwheat acreage is normal, yield about normal and quality very good. Farmers are holding for better prices.—Bloomer Mill Co.

Chilhowie, Va., Nov. 3.—Our buckwheat crop is less than 50% of normal. Quality good, but acreage and yield short.—G. A. Eller, mgr., The Vance Co., Inc.

Cortland, O., Nov. 3.—Buckwheat acreage is the largest we have had in five years. Harvested in good condition, yield from 25 to 44 bus.—Richards & Evans Co.

Charlevoix, Mich., Nov. 5.—The quality of the buckwheat crop is good, the yield small and the acreage average. The total crops of this county will not be over 7 carloads.—Argo Mlg. Co.

Indiana, Pa., Nov. 3.—The buckwheat yield this season is about a 21 bu. average against 17 bu. last year. Acreage 10% more this year, quality good.—S. W. Hess, Hetrick & Wilson.

Portage, Wis., Nov. 3.—Buckwheat crop about the same as last year. Quality good. About 10% of the crop was damaged by rains. About one-half of the crop is marketed.—T. H. Cochran Co.

Pittsfield, Mass., Nov. 3.—As far as we know there was about 150 acres of buckwheat raised around here. The yield is about 25 bus. to the acre. The quality is better than last year.—Pittsfield Grain Co.

Utica, Mich., Nov. 2.—The buckwheat crop here is extremely light. Quality very good. Have ground very little at this date. Demand for flour light, weather too warm.—C. O. Crissman, Utica Mlg. Co.

Black River Falls, Wis., Nov. 3.—There will be no buckwheat for shipment at present prices. It is worth more to feed. Small acreage and fair yield. Considerable damaged by bad weather.—Riverside Mlg. & Elvtr. Co.

Cobleskill, N. Y., Nov. 3.—The buckwheat acreage in this section is larger this year and the yield is good. The weather conditions for harvesting are much better than last year. Grain seems to be plentiful.—Borst & Burhars.

East Randolph, N. Y., Nov. 4.—Buckwheat, 10% more acreage than last year, 20% better quality than last year, 5% bigger yield than last year. Last year large percentage of crop lost on account of bad weather. This year practically all was saved.—C. & L. Glover.

Ottawa, Ont., Sept. 12.—The average condition on Aug. 31 of buckwheat for Canada, expressed numerically in percentage of the average yields per acre for the 10 years 1917-26, is reported as follows, the figures within parenthesis representing the condition on July 31, 1927 and Aug. 31, 1926: 95 (98, 98).—Dominion Bureau of Statistics.

Springville, N. Y., Nov. 3.—It is our opinion that a third more buckwheat was harvested this year than last, altho no larger acreage. This was due to the extremely fine weather this year and very wet last year during harvest. A lot of our trade are grinding their buckwheat into dairy feed, owing to very low prices that we can pay.—James H. Gray Mlg. Co.

Bloomersburg, Pa., Nov. 5.—Buckwheat acreage is about 75% of last year, quality better than last year, yield about same as last year. Practically all marketed. Farmers in this section have decided that it does not pay to grow buckwheat. The production is so small that we have discontinued the milling and turned the mill over to poultry feed.—White Mlg. Co.

Angola, N. Y., Nov. 3.—Buckwheat acreage 200 acres, quality fair. Average yield about 15

bus. The unusually hot weather of the latter part of September is blamed for the unusually small kernels and off-color. Grain is dry and threshes fairly clean. Mills are paying \$1.65 for uncleaned grain, but seem to prefer paying 10c more for cleaned grain, not making any charge for cleaning.—Feldman Bros.

Sunbury, Pa., Nov. 3.—The crop of buckwheat thru this section is a 120% acreage and 120% yield compared with last year. The quality of the buckwheat is much better than last year due to dry weather, while last year was continual rain. Most of the buckwheat has been sold thru this section, while in the northern part of the state it is moving rapidly. Flour is moving slowly due to warm weather, as we have no frosts thru this section.—Blank & Gottshall.

Ottawa, Ont., Sept. 12.—The buckwheat forecast is for a 1927 yield of 10,017,000 bus., compared to 9,932,300 bus. in 1926. In Ontario the average yield of buckwheat per acre between 1917-26 was 22.1%; the condition on Aug. 31, 1927, 91%; the indicated yield per acre, 1927, 20.1 bus.; area sown, 1927, 249,210 acres; final estimate, 1926, 4,975,000 bus.; forecast of yield, 1927, 5,009,000 bus.—Dominion Bureau of Statistics.

Cuba, N. Y., Nov. 3.—The buckwheat crop around here was a very fine quality, in fact the best we ever had, due to very fine weather all this fall. Would guess that crop locally was 20% larger than usual. Prices have been low in comparison with other feeds and grains and in spite of this think most of the grain has been sold direct from threshing locally. At some nearby points we have been told prices offered were too low to bring out the grain and at such points farmers must be storing considerable.—PHELPS & Sibley Co.

Auburn, N. Y., Nov. 5.—The buckwheat crop is good and of more than normal yield on an acreage slightly larger than normal seeding. Much of the acreage in mid-state is yielding as high as 30 bus. per acre and some crops on best land are yielding more. The first 10 days of harvesting weather was favorable, then a week's rain followed by another 10 days' period of good weather for threshing, followed by heavy rains of less injurious effect owing to crops, not threshed, having been taken to barns for protection. Moisture content has been high at 17 to 17.5% early to 18.5 to 19.5% on late shipments. Measured by last two previous seasons the going conditions have been good.—E. W. Cady, Cady & Cady, Inc.

## Buckwheat in Ontario.

Buckwheat was grown on 234,870 acres in Ontario during the year 1926, this acreage producing 4,975,192 bus.

Simcoe County headed the list of counties in acreage and production, having 15,541 acres sown. The following nine leading counties and their acreage were Northumberland, 15,505; Ontario, 14,991; Wellington, 12,342; Huron, 10,679; York, 9,850; Durham, 8,622; Victoria, 8,496; Hastings, 8,252; Prince Edward, 8,192.

## Corn Crop Up 40 Million.

Chicago, Nov. 1.—The first preliminary estimate of the 1927 corn crop, based upon yield-per-acre estimates rather than from condition figures, forecasts a production of 2,643,000,000 bus., compared to the last official estimate of 2,603,000,000. An official November estimate exceeding ours is not improbable, and the difference most likely would arise from variations in reporters' ideas of the yields for silage and hogged-down corn. Last year's crop was 2,647,000,000 bus.

By leading states indicated production in million bushels follows: Ohio, 112; Ind., 112; Ill., 240; Minn., 120; So. Dak., 131; Ia., 390; Mo., 165; Nebr., 275; Kans., 166.

The average moisture content of corn the last week in October in the central belt is 29%. Corn for crib should not contain over 22 to 24% moisture unless special care is to be given it.

The merchantable quality of corn will be 79% if allowed to remain in the field until safe to crib. Last November the quality was 73%, and the ten-year average 81.8.

There is reported to be 120,000,000 bus. of old corn on farms, compared with 181,000,000 last year. In our opinion the amount of corn on farms last year was slightly underestimated.

There will not be an official estimate of oats, barley or wheat this month. The oats estimate stands at 1,206,000,000 bus.; spring wheat, 314,000,000; winter wheat, 553,000,000; and barley, 265,000,000. Our final estimate of barley on August 1 was 261,000,000, compared to the official estimate on that date of 249,000,000.—R. O. Cromwell, Statistician, Lamson Bros. & Co.



## Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Maskell, Neb., Nov. 2.—Our big crop of corn is commencing to move.—A. R. Olson.

Watseka, Ill., Nov. 8.—There is no new crop corn moving as yet.—Homer Bell, Watseka Farmers Grain Co.

Glascow, Kan., Nov. 8.—Wheat has moved a little more freely since fall farm work has commenced to let up.—E. V. Plush.

Bartley, Neb., Oct. 28.—Corn is good. Movement has already started. Quality is fine. Very little soft stuff.—E. E. Smith & Son.

Platner, Colo., Oct. 23.—About 45% of the wheat, barley and rye is still back on the farms.—J. N. Petersen, agt., Nebr.-Colo. Grain Co.

Elk Point, S. D., Nov. 3.—The movement of new corn is expected the last of November.—R. A. (Bob) Swensen, James E. Bennett & Co.

Cambridge, Neb., Oct. 28.—Quite a lot of wheat is still back in the country, probably 20%. Quality has been good.—Cambridge Mfg. Co.

Wray, Colo., Oct. 25.—We expect a pretty fair corn crop. Wray should ship 100 cars. Wheat movement is over.—G. W. Roller, Jennings & Roller.

Gilead, Neb., Nov. 3.—About 75% of our wheat has moved. We expect a good movement on corn as soon as it is dry enough to ship.—Chas. Ernst.

Otis, Colo., Oct. 23.—Wheat movement is pretty well over. Not more than 20% is still back. Stack threshing is about all done.—T. P. Rehder.

Minooka, Ill., Nov. 8.—Just started to husk Nov. 7 and 8 and have not shipped any new corn.—Arthur Dirst, mgr. Grain, Lumber & Supply Co.

Elida, O., Oct. 26.—Practically all of the outstanding corn from last year's crop is in by now.—Delbert McBride, Elida Farmers Equity Exchange Co.

Otis, Colo., Oct. 23.—We expect to ship some corn. It is just fair in quality. Most of it will probably grade 4 and 5.—D. J. Llewellyn, agt., Denver Elevators.

Hyde, Colo., Oct. 23.—About 90% of the wheat has moved. We have quite a lot of barley still back in the country.—Verl Carpenter, mgr., Yuma Farmers M. & M. Co.

Axtell, Neb., Oct. 29.—Wheat is about 60% moved. Quality has been good for the most part. Farmers are waiting for better prices.—H. H. Burden, agt., Crete Mills.

Byron, Neb., Nov. 2.—Most of the wheat has moved. Not more than 25% back. It was of pretty good quality though low in protein.—H. H. Torbeck, Byron Farmers Elevator Co.

### Wheat Movement in October.

Receipts and shipments of wheat at the various markets during October, as compared with October, 1926, in bushels, were as follows:

	Receipts		Shipments	
	1927	1926	1927	1926
Chicago .....	1,736,000	1,652,000	955,000	2,412,000
Cincinnati .....	274,400	282,800	252,000	345,800
Duluth .....	30,628,926	7,776,160	27,052,512	7,803,062
Ft. William .....	44,586,295	52,925,600	35,313,353	41,919,800
Ft. Worth .....	994,000	1,334,200	449,400	630,000
Galveston .....			928,000	1,878,066
Houston .....			24,000	158,400
Hutchinson .....	1,143,450	2,995,750		
Indianapolis .....	369,000	346,000	494,000	270,000
Kansas City .....	8,169,000	644,200	5,038,600	4,491,200
Milwaukee .....	211,680	386,400	213,132	417,165
Minneapolis .....	21,563,680	11,919,680	7,277,140	3,922,420
New Orleans .....	1,033,747	695,800	1,472,708	1,536,314
New York .....	8,145,000	7,991,800	5,563,000	6,126,000
Omaha .....	3,009,600	2,445,800	2,751,000	2,157,400
Peoria .....	156,800	95,400	156,000	93,600
Philadelphia .....	733,251	763,372	1,169,831	920,783
St. Joseph .....	901,600	856,800	177,800	219,800
St. Louis .....	2,869,000	2,840,000	2,455,450	3,343,685
Superior .....	16,693,578	5,194,315	13,263,397	4,223,470
Toledo .....	1,738,365	515,200	1,100,130	323,230
Wichita .....	1,917,000	1,383,750	831,600	862,650

Akron, Colo., Oct. 23.—Wheat movement is past. About 80% has been marketed. Most of the stack threshing is over.—Frank Andrews, Washington County Farmers Union Co-op. Co.

Fort William, Ont., Oct. 28.—More than 100,000,000 bushels of grain has been received at the Head of the Lakes since Sept. 1, approximately 77,000,000 bushels above the 1926 figure.—P. J. P.

Chester, Neb., Nov. 3.—Wheat movement is 75% over. Ear corn has started to move a little but it has to be bought at 80 lbs. to the bu. It is still pretty damp.—E. L. Brown, Brown Lbr. Co.

Doane (Benkelman p. o.), Neb., Oct. 25.—We took in our first load of new shelled corn today. It was real dry and tested 54 lbs. to the bushel, and should grade at least No. 3.—C. E. Williams, Independent Elevators.

Yuma, Colo., Oct. 23.—About 80% of our wheat has moved. It was of pretty poor quality. Lot of it was damaged during the combine season. More of it was stack burned.—W. H. Smith, agt., Shannon Grain Co.

Simpson, Kan., Nov. 8.—Wheat is beginning to come in better since much of the fall work is over. Late threshings are very poor, sprouted and stack damaged.—T. C. Simpson, agt. C. E. Robinson Elev. Co.

Eckley, Colo., Oct. 25.—About 5% of our wheat is still back in the country, the least we've had in years. Conditions are exceptionally dry and next year's prospects are poor.—W. C. Godsey, mgr., Eckley Farmers Merc. Co.

Haigler, Neb., Oct. 25.—Our wheat movement was very poor. It was a light crop and suffered further by poor harvest conditions. Fall planting is suffering from drought.—P. A. Larimer, Haigler Co-op. Equity Exchange.

Chicago, Ill., Nov. 3.—It is reported here that another cargo of wheat had been worked to come to Chicago from Duluth, making five cargoes so far reported. There are also two cargoes of rye reported on the way.—R.

Concordia, Kan., Nov. 7.—About 40 to 50% of our wheat is still back in spite of predictions that it would move freely at harvest time. Quality has been good with high protein content. Some of it has suffered stack burn.—W. Bennett, Concordia Mfg. Co.

### Corn Movement in October.

Receipts and shipments of corn at the various markets during October, as compared with October, 1926, in bushels, were as follows:

	Receipts		Shipments	
	1927	1926	1927	1926
Chicago .....	8,464,000	14,104,000	2,826,000	4,668,000
Cincinnati .....	495,400	513,500	205,800	343,000
Duluth .....	11,324	9,704		
Ft. Worth .....	249,000	114,000	105,000	3,000
Hutchinson .....		1,250		
Indianapolis .....	1,923,000	1,653,000	1,286,000	992,000
Kansas City .....	753,000	1,525,500	910,500	634,500
Milwaukee .....	1,104,080	932,400	888,127	301,625
Minneapolis .....	534,350	688,330	349,080	479,550
New Orleans .....	207,311	324,000	167,203	241,002
New York .....	171,000	146,000	26,000	
Omaha .....	1,404,200	2,247,000	1,458,800	1,461,500
Peoria .....	2,349,250	3,096,000	1,140,850	1,514,700
Philadelphia .....	87,952	4,597		
St. Joseph .....	481,500	1,246,500	444,000	664,500
St. Louis .....	1,992,200	2,151,800	816,200	852,437
Superior .....	15,541	10,689		
Toledo .....	185,000	273,845	27,230	61,050
Wichita .....	23,600	42,000	3,600	7,200

### Oats Movement in October.

Receipts and shipments of oats at the various markets during October, as compared with October, 1926, in bushels, were as follows:

	Receipts		Shipments	
	1927	1926	1927	1926
Chicago .....	3,461,000	4,015,000	2,792,000	2,707,000
Cincinnati .....	422,000	454,000	220,000	222,000
Duluth .....	37,161	239,136	188,622	63,258
Ft. William .....	845,534	1,602,992	305,085	901,040
Ft. Worth .....	228,000	182,000	56,000	94,000
Hutchinson .....	1,500	3,000		
Indianapolis .....	734,000	894,000	770,000	750,000
Kansas City .....	580,000	360,000	204,000	128,000
Milwaukee .....	1,680,600	2,068,560	1,015,458	537,900
Minneapolis .....	2,572,510	2,579,400	3,114,480	2,582,070
New Orleans .....	108,000	154,000	77,979	50,761
New York .....	620,000	320,000	88,000	65,000
Omaha .....	1,196,000	618,000	616,000	712,000
Peoria .....	581,100	850,700	563,400	626,900
Philadelphia .....	140,107	106,547		
St. Joseph .....	172,000	196,000	24,000	52,000
St. Louis .....	1,746,000	1,848,000	1,414,000	1,290,000
Superior .....	59,235	203,790	116,812	942,203
Toledo .....	389,500	512,500	142,000	168,000
Wichita .....	15,000	36,000	3,000	

Pauline, Neb., Oct. 31.—About 40% of our wheat is still back in the farmers' bins. Corn movement will probably start within a month. A freeze last night is helping put corn in condition.—C. L. Swigart, Pauline Grain Co.

Yuma, Colo., Oct. 25.—About 15% of our wheat is still in the country. Threshing is practically completed. Most of the quality was inferior due to poor harvest conditions.—Fred Davis, mgr., Yuma Farmers M. & M. Co.

Sioux City, Ia., Nov. 2.—Movement of both wheat and oats to this market during the month just ended showed sharp increases as compared with receipts of the same grains during October of 1926.—Art. G. Torkelson, Lamson Bros. & Co.

Duluth, Minn., Oct. 28.—Receipts at Duluth and Superior from Sept. 1 through today totaled 100,185,719 bushels as compared with 23,068,394 for the corresponding period of 1926. Of this total 66,060,823 bushels were in wheat.—P. J. P.

Red Willow (McCook p. o.), Neb., Oct. 27.—Our first load of new shelled corn came in yesterday. It graded No. 4 with 18% moisture. Yields are running as high as 40 and 50 bus. per acre.—Herbert Hedges, Red Willow Equity Exchange.

Fort William, Ont., Oct. 31.—Unloading of grain cars during the week-end was heavy. On the Canadian Pacific 1,304 cars were unloaded yesterday, which is believed to be the heaviest Sunday unloadings on record. Some 1,914 cars were reported in the yards of the same line this morning.

Volin, So. Dak., Oct. 26.—What is believed to be the heaviest loaded carload of small grain ever shipped from Volin was sent to Omaha by John Jacobson, manager of the Farmers Trading Co. The weight of the grain was 120,000 pounds, which was within 1,000 pounds of the capacity of the car.—G. M.

Winnipeg, Man., Oct. 28.—For the sixth consecutive day, the 8,000,000-bushel mark was passed yesterday in grain marketed by farmers of the Canadian West. The cars unloaded today totaled 4,095, being the second largest in the country's history, being surpassed only by Monday's (Oct. 24) total.—P. J. P.

### Rye Movement in October.

Receipts and shipments of rye at the various markets during October, as compared with October, 1926, in bushels, were as follows:

	Receipts		Shipments	
	1927	1926	1927	1926
Chicago .....	292,000	467,000	239,000	7,000
Cincinnati .....	33,600	26,600	16,800	11,200
Duluth .....	5,895,910	6,208,676	1,360,616	391,311
Ft. William .....	2,264,471	1,339,015	1,626,896	871,979
Ft. Worth .....	16,500	7,500		1,500
Galveston .....			42,857	
Hutchinson .....		2,400		
Kansas City .....	45,000	64,500	49,500	12,000
Milwaukee .....	68,150	113,200	42,362	40,770
Minneapolis .....	680,340	494,140	271,660	160,580
New Orleans .....	204,032	17,500		
New York .....	638,500	125,000	401,000	66,000
Omaha .....	266,000	128,800	261,800	81,200
Peoria .....	3,600	3,600	3,600	3,600
Philadelphia .....	117,171	7,974	152,387	
St. Joseph .....		21,000	1,500	
St. Louis .....	211,900	7,800	163,800	13,000
Superior .....	3,982,405	827,040	3,889,251	95,400
Toledo .....	8,400	13,200	945	5,580
Wichita .....		1,200		

### Barley Movement in October.

Receipts and shipments of barley at the various markets during October, as compared with October, 1926, in bushels, were as follows:

	Receipts		Shipments	
	1927	1926	1927	1926
Chicago .....	981,000	1,056,000	221,000	160,000
Cincinnati .....	4,200	2,800		
Duluth .....	5,527,128	700,825	5,588,203	504,118
Ft. William .....	5,188,945	8,455,495	4,658,770	7,162,449
Ft. Worth .....	43,200	36,800	27,200	22,400
Galveston .....				125,000
Hutchinson .....	1,250	2,500		
Kansas City .....	228,800	9,600	80,000	
Milwaukee .....	1,208,480	851,580	315,645	229,860
Minneapolis .....	2,343,000	1,643,340	2,323,290	1,113,860
New Orleans .....		4,800		
New York .....	3,202,200	1,725,000	2,128,000	459,000
Omaha .....	267,200	164,800	155,600	140,800
Peoria .....	110,200	96,800	32,200	77,000
Philadelphia .....	54,650	2,748	22,061	
St. Joseph .....	5,250		3,500	
St. Louis .....	190,400	182,400	24,000	9,600
Superior .....	4,846,931	703,647	5,044,947	504,178
Toledo .....	1,200	3,600		
Wichita .....	3,600	1,200		1,200



St. Joseph, Mo., Nov. 3.—The first car of new crop corn to be offered on the trading floor of the St. Joseph Grain Exchange was received today from Home City, Kan. The corn was of fairly good appearance and tested No. 3 yellow, 54.5 pounds, 17.2 per cent moisture, and 3.7 per cent damage. The consignment was received by Heald Grain Co. and was sold to Blair Elevator Co. at 80 cents per bushel, being fully in line with prices paid for old crop corn.—Nelson K. Thomas, sec'y, St. Joseph Grain Exchange.

Minneapolis, Minn., Oct. 28.—Grain receipts of the 1927 crop in this market today had broken all former records for grain shipments to the city, with a total of more than 81,000,000 bushels received since Sept. 1, which was 39,500,000 bushels in excess of last year's mark for the same period. Wheat receipts alone from Sept. 1 total 57,928,000 bushels as compared with 26,181,000 bushels for the same period last year, records show. All grain shipments into the city for the same period last year aggregated only 41,781,000 as compared with 81,368,000 bushels this year. Good crops thruout the northwest, aided by favorable shipping weather and adequate shipping facilities, have been largely responsible for the tremendous flow of grain to this market in September and October.—P. J. P.

Fort William, Ont., Oct. 29.—With the shipment today of almost three million bushels of grain, the forward movement, which has been delayed for so long, due to the difficulty of grain vessels in obtaining cargoes, has begun in earnest, and the fleet, which has been lying in the harbor waiting for cargoes, has been materially reduced. Only sixteen boats of the fleet are now here, loading grain and waiting, and the Lake Shippers' Clearance Ass'n is confident that by Nov. 1 this fleet will be loaded and on its way down the Lakes and then the movement will become normal and boats will be able to get cargoes as soon as they arrive in port. The delay has been occasioned by the shortage of contract grades of wheat, new grain being held up in the West by bad weather during the few weeks following harvest. Since the beginning of this month, however, threshing has been universal all over the prairies and now wheat is coming down in good condition and shippers can fill their contracts and thus release the grain fleet.—L. S. C.

## Surplus Grain Producing Sections Favored This Year.

Chicago, Ill., Nov. 2.—No new government estimate is made this month of the production of wheat, oats or rye. The distribution of last year's wheat crop would suggest that last year's crop might have been underestimated probably as much as 15,000,000 bus. In the latter part of December the government will issue a revision of its 1926 as well as the preliminary 1927 estimates.

Our correspondents reduced their previous Canadian wheat crop estimate of 434,000,000 bus., indicating 417,000,000 bushels in the three provinces, or 17,000,000 bushels less than in September.

### Corn Improved.

A corn crop of 2,646,000,000 bus., practically the same as last year's crop, is indicated by recent reports, but the distribution is very different. The main corn belt states west of the Mississippi River have 210,000,000 bus. more than last year, whereas the corn belt states east of the Mississippi River have about 175,000,000 less than last year. The miscellaneous states total about 35,000,000 less than last year.

The yield per acre this year is estimated at 27.1 bus., compared with 26.6 bus. last year and 27.6, the ten-year average.

The percentage of the crop which is of merchantable quality is estimated to be 74.0%, compared with 72.6% of last year's crop and the ten-year average of 80.7%. In other words, the crop is slightly better than last year but below average in grade.

### Fall Sown Wheat.

The acreage planted, we believe, is between 10 and 11 per cent larger than last fall's planting. The government reported farmers' intentions to sow 48,637,000 acres, compared with 42,767,000 acres sown last fall—an increase of 5,870,000 acres, or 13.7 per cent. Actual seeding almost never reaches full intentions, but this fall it is more nearly so than last fall. The increased acreage is probably slightly less than 5,000,000 acres.

As 15.0 bushels is the average yield per acre, an increase of 5,000,000 acres means a potential production increase of about 75,000,000 bushels.—Nat C. Murray, Statistician, Clement, Curtis & Co.

## Iowa Grainmen Swell Perry Meeting.

A record attendance at a district meeting of the Western Grain Dealers Ass'n held at the Hotel Patee, Perry, Iowa, on Oct. 28, contributing greatly to the success of the gathering.

Dave Milligan, sec'y-treasurer of the state organization, presided, stimulating thought and discussion.

Mr. Tack of Perry, addressed the dealers, after the splendid banquet, with a short survey of "Operating Expenses Pertaining to the Grain Business," stressing the leaks and drains on the pursestrings which oftentimes make the grain business quite unprofitable, and emphasizing the vigilance which must be exercised to make every penny count. He provoked considerable argument.

Round-table discussion followed Mr. Tack's "opener," dealing with the average margin necessary per thousand bushels of grain. It developed that an elevator handling 100,000 bushels of grain must take over 6 cents a bushel margin to come out ahead, considering interest on investment in building and machinery, and on grain stored and in transit, depreciation and repairs, power and light, salary, wages for extra help, taxes, tornado and fire insurance, workmen's indemnity and public liability insurance, incidentals (including telegraph, telephone, postage, office fuel, car liners, stationery and books, rent, and elevator equipment), losses on grain in storage and in transit (both quality and quantity), and railroad rental, demurrage, switching, etc.

The estimated expense of maintaining and operating a country grain elevator handling 100,000 to 200,000 bus. of grain annually, keeping an open and continuous market for the benefit and convenience of the farmers and the public, is given in the table following:

Operating Expenses.	
Interest on average investment in elevator bldg. and machinery, \$12,000 at 7% .....	\$ 840.00
Interest on average investment in grain on hand and in transit, \$6,000 at 7% ..	420.00
Depreciation and repairs on building and machinery, \$8,000 at 10% .....	800.00
Power and light .....	300.00
Salary of owner or manager .....	1,800.00
Wages for extra help .....	900.00
Normal taxes .....	250.00
Fire insurance .....	200.00
Workmen's Indemnity and Public Liability .....	50.00
Tornado insurance .....	15.00
Incidentals: telegraph, telephone, postage, office fuel and coopering cars, stationery, books, rent, elevator equipments, etc. ....	325.00
Loss of grain in transit and natural shrinkage in elevator .....	100.00
Loss by deterioration in quality and misgrading .....	100.00
Incidentals: demurrage, railroad rental, switching, etc. ....	100.00
<b>Total expenses .....</b>	<b>\$6,200.00</b>
<b>Average annual cost per bushel—</b>	<b>Cents.</b>
100,000 bushels at .....	6+
125,000 bushels at .....	5
150,000 bushels at .....	4
175,000 bushels at .....	3½
200,000 bushels at .....	3+

For an elevator handling 125,000 bushels of grain annually, the margin needs be around 5 cents a bushel to come out even. (The question did not arise as to how to forecast the amount of grain your elevator would handle any coming crop movement period, season, or year. That's something else.)

Changing the present rules in regard to the grading of corn was heartily endorsed, as well as the abolition of the six grades of corn in the place of only four, which was felt quite ample. Everything above four would be considered "Sample," under these recommendations. Four grades would necessitate a wider margin between grades, obviously, which factor was also consented to.

The ease with which paramount problems may be handled, the expediency with which doubts and differences may be dispelled, not to mention the ultra significance of participating in any movement to learn to "Love Thy Neighbor As Thyself," marked this gathering, unusually more so than some that have preceded it. The friendships cast, and the ideas exchanged, made the occasion memorable.

## Iowa Grain Dealers Meet at Odebolt.

An interesting meeting of shippers was held at Odebolt, Iowa, Friday evening, Nov. 4, under the guidance of Sec'y D. O. Milligan of the Western Grain Dealers Ass'n.

Mr. J. W. Holmquist of the Holmquist Elevator Co. of Omaha and Mr. H. R. Clark, Chief Grain Inspector, Omaha, were the speakers of the evening and gave very instructive and interesting talks.

The meeting was a success from every standpoint including attendance and interest and all felt that they secured much trade information of value to them in their business. During the meeting it was found to be the consensus of opinion that grain dealers desired a change in the Federal Grain Grades, eliminating some grades and substituting in their places—

Grades.	Weight.	Moisture.	F. M.	Total.	Heat D.
	Lbs.	Pct.	Pct.	Pct.	Pct.
No. 1 .....	55.0	14.0	2.0	2.0	0.1
No. 2 .....	53.0	16.0	3.0	5.0	0.2
No. 3 .....	51.0	18.0	4.0	8.0	0.5
No. 4 .....	49.0	20.0	6.0	11.0	1.0
No. 5 .....	46.0	22.0	7.0	14.0	3.0

This closely follows the recommendation of the dealers at the Perry meeting, altho some of the grain dealers at that meeting favored four grades instead of five. In any case it is the consensus of opinion that the present standards contain too many grades with too narrow limits which cause much confusion in the grading of corn.

The State Association is requesting the dealers at the various local meetings to express themselves in the matter of these grades in order that the Ass'n may determine what is the desire of the grain dealers of the State of Iowa in this matter. It is very interesting to note how closely the opinions concur in this matter as it is a subject which could well include many varieties of opinions.

Among the Iowa dealers in attendance were, Geo. Moulton, Fondra; P. E. Cosgrove, J. M. Smith and C. E. Voyles, Storm Lake; Thos. Scambler, Alta; E. W. Scott, Lake View; Geo. Schissel, Varina; F. O. Hocum, Newell; J. E. Jones, Dickens; F. G. Miller, Lytton; W. W. Terry, Fostoria; D. Fleming, Spencer; F. S. Grange, Ruthven; H. M. Sharpe, Spencer; C. C. Carpenter, Cedar Rapids; A. L. Anderson, Rossie; H. Ryan, Sioux Rapids; C. R. Grinyer, Early; Arthur Hernstad, Carroll; E. Peterson, Chas. Skewis and I. B. Hunt, Storm Lake; F. H. Beneke, Palmer; C. Van Gundy, Pocahontas; Phillips Brooks, Des Moines; Mr. and Mrs. E. H. Rudloff, Manson; A. B. Traeder, Odebolt; H. E. Webb, W. A. Galbraith and W. C. Young, Sac City; R. C. Stewardson, Arthur; Mr. and Mrs. A. G. Torkelson, Ft. Dodge; Mr. and Mrs. E. M. Galbraith and June Rose Galbraith, Newell.

B. M. Triggs was the only man from Chicago.

## Alberta Pool Refuses to "Waste Money" on Financial Statements.

Very extraordinary reasons have been advanced by Canadian Wheat Pool representatives for not giving members reasonable financial statements, the demand for which is very frequently expressed. During a meeting at Whitelaw, Alberta, last August, according to the press report at the time, Mr. Nesbitt, director of publicity for the Alberta Pool, met a demand for a financial statement that would cover the operations of the Pool by saying: "The board of directors of the Pool had considered issuing a statement to their members, but the decision reached was that it would be a waste of money, because the majority of the farmers did not understand financial statements and the money spent in issuing them would just be thrown away."

This is a strange and unjustifiable reflection on the intelligence of Western farmers. There would have to be something very involved or devious about the wheat marketing operations that any farmer in the west could not follow and understand in a properly set up financial statement. Moreover, it is the right of every member to be given a chance to check up all operations. That any management should be allowed to proceed year after year without such check, on the ground that members are incompetent to apply it, is an untenable position.



### The Link-Belt Grain Car Unloader.

By E. H. KIDDER

The grain car unloader recently installed at the Wabash Railroad Company's new grain elevator at North Kansas City, Mo., has been handling grain daily since July 1st to the entire satisfaction of both the Wabash Railroad Company and the operators of the new elevator under lease from the Wabash Railroad Co.

That grain car unloaders have come to stay is evidenced by the fact that every large terminal elevator built since 1918, the year in which the Link-Belt Company installed four machines in the Northern Central Elevator of the Pennsylvania Railroad Company at Baltimore, have included grain car unloaders as part of their regular equipment and most of the larger terminal elevators in Canada built since 1918 have included grain car unloaders.

This Link-Belt unloader is designed to handle standard gauge railway box cars varying in length from 36'-0" minimum overall length up to 48'-10" maximum overall length without manual adjustment. It is capable of unloading an average car of wheat, oats or corn in from 6 to 7 minutes, providing the flow of grain is not obstructed by foreign material, such as paper, boards, etc.

The unloader consists of a structural steel main bridge or cradle, so mounted on equalized corner rollers as to permit endwise tipping of 40° from the horizontal in either direction, and carries a structural steel car supporting table so pivoted that the car can be tipped 15° side-wise in one direction. (See Figs. I and II.) The combined effect of the endwise and side-wise tipping of the car causes the grain to be discharged from the car door opening, thru a steel chute mounted on the main cradle, into a stationary hopper in the pit alongside the unloader.

The main cradle is made up of two semi-circular structural steel girders of 18'-0" radius, which revolve on crane rail tires. These circular girders are connected by diaphragms and heavy bracing and carry supports for the door opener, side tilt machinery and chute. The upper table consists of two heavy rolled girder beams reinforced at points of maximum bending moment and connected by diaphragms and bracing. This is shown clearly in Fig. I.

The main cradle is supported on eight (8) cast steel, double-flanged turned rollers, arranged two in tandem at each corner and equalized. (See Fig. III.) These rollers are carried on hammered steel axles turning in bronze-bushed bearings. The main bearings are mounted on structural steel frames to insure correct alignment. The cradle is driven by 1½" cables from two 30" diameter cast iron drums mounted on concrete piers. The driving cables are secured to the cradle by spring dead-ends, to prevent shocks when stopping and starting the cradle. The drums are driven from a 40 H.P. slip ring intermittent rated crane type motor thru a train of steel spur gears mounted on a cast iron base integral with motor base. The motor for driving the cradle is equipped with a solenoid brake which holds the cradle in any desired position when the current is off.

The upper table carrying the rails is supported on the main cradle by two hammered steel pivot shafts carried in cast steel bronze bushed bearings. One of these shafts is shown in Fig. I. The upper table can be tipped side-wise with the car to an angle of 15° by means of two cast steel gear rack sections mounted in structural steel brackets and driven by cast steel spur pinions from a 15 H. P. squirrel cage motor. The side tilting machinery can be seen in Fig. III. The motor is equipped with a solenoid brake on the motor shaft to hold the table in any desired position.

The end clamping machinery consists of two cast steel carriages which travel on guides in the upper table, and hold car against longitudinal movement by contact with the couplers.

The clamp carriages are moved and held by steel screws, driven by threaded sleeves turning in fixed bronze-bushed bearings. (See Fig. IV.) The sleeves are driven by cut steel spur gearing from a 15 H. P. squirrel cage type motor. The clamp carriages are arranged to disappear into pits at the ends of the machine when at their extreme outer position, to per-

mit passage of cars on and off the supporting platform.

The door opener is designed to push in the boards forming the grain door, after the outer car door is opened. This is shown at the center of the machine over the hopper at the right hand side of Fig. IV. The grain door remains attached to the door opener above the

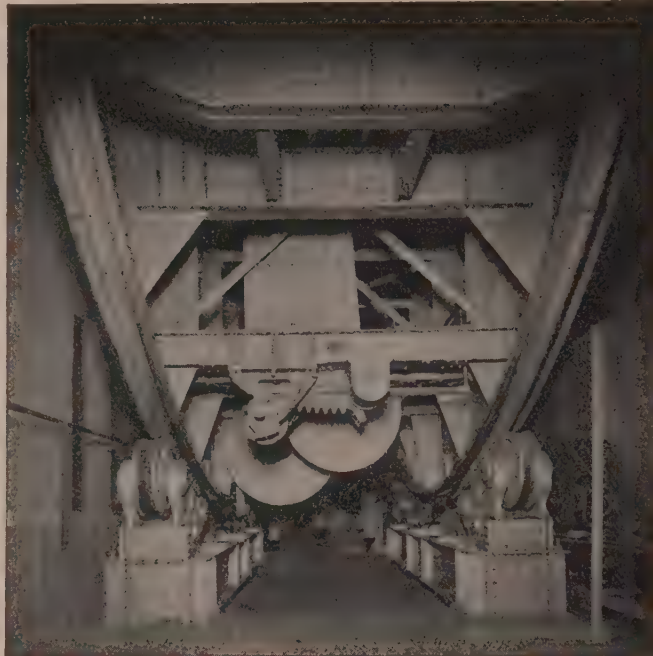


Fig. No. III. Support for Cradle Structure for Link-Belt Grain Car Unloader.

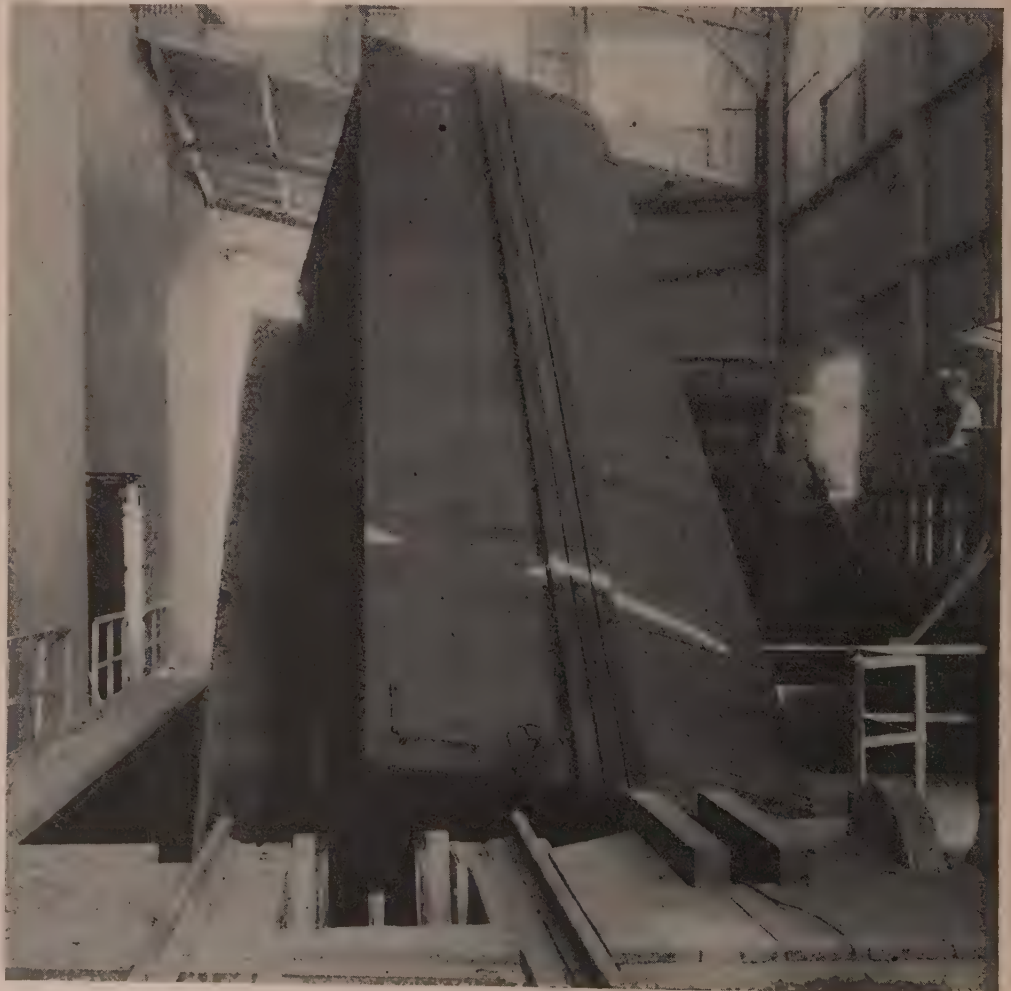


Fig. No. II. Car Tipped in Opposite Direction from That Shown in Fig. I.



main flow of grain during the dumping operation, by means of tool steel pins threaded into the door opener frame. When the car is righted the door opener mechanism is removed from the car and the door deposited on the car floor. The door opener frame is mounted on the main cradle by means of pivoted structural steel levers, and arranged to be pushed against the grain door by a steel screw and threaded sleeve driven thru cut steel spur gears from a 15 H. P. squirrel cage motor. The door opener is adjustable to cars of widths varying from 8'-6" to 10'-6" and with floors at heights varying from 3'-5" to 4'-3" above the top of rail.

The door opener is also arranged to permit the insertion of a steel baffle plate to deflect the grain to the door opening during the last endwise tipping operation of the cycle. The baffle is moved in and out of the car by a 3 H. P. motor, controlled from the operator's platform by push buttons. It travels on a carriage in a track supported from the door opener, and is arranged to adjust itself to any position of the car floor.

Four end posts are provided under the ends of the car-supporting platform, to carry the weight of a loaded car or locomotive when passing over the dumper. These posts are

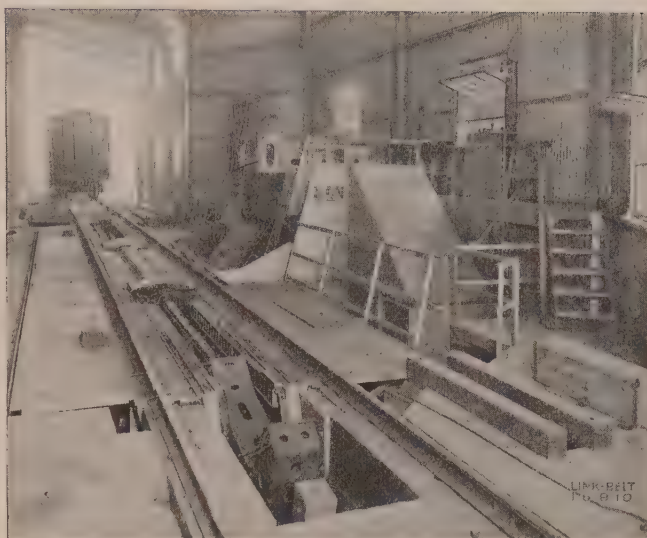


Fig. No. IV. Link-Belt Grain Car Unloader in Position Ready to Receive Grain.

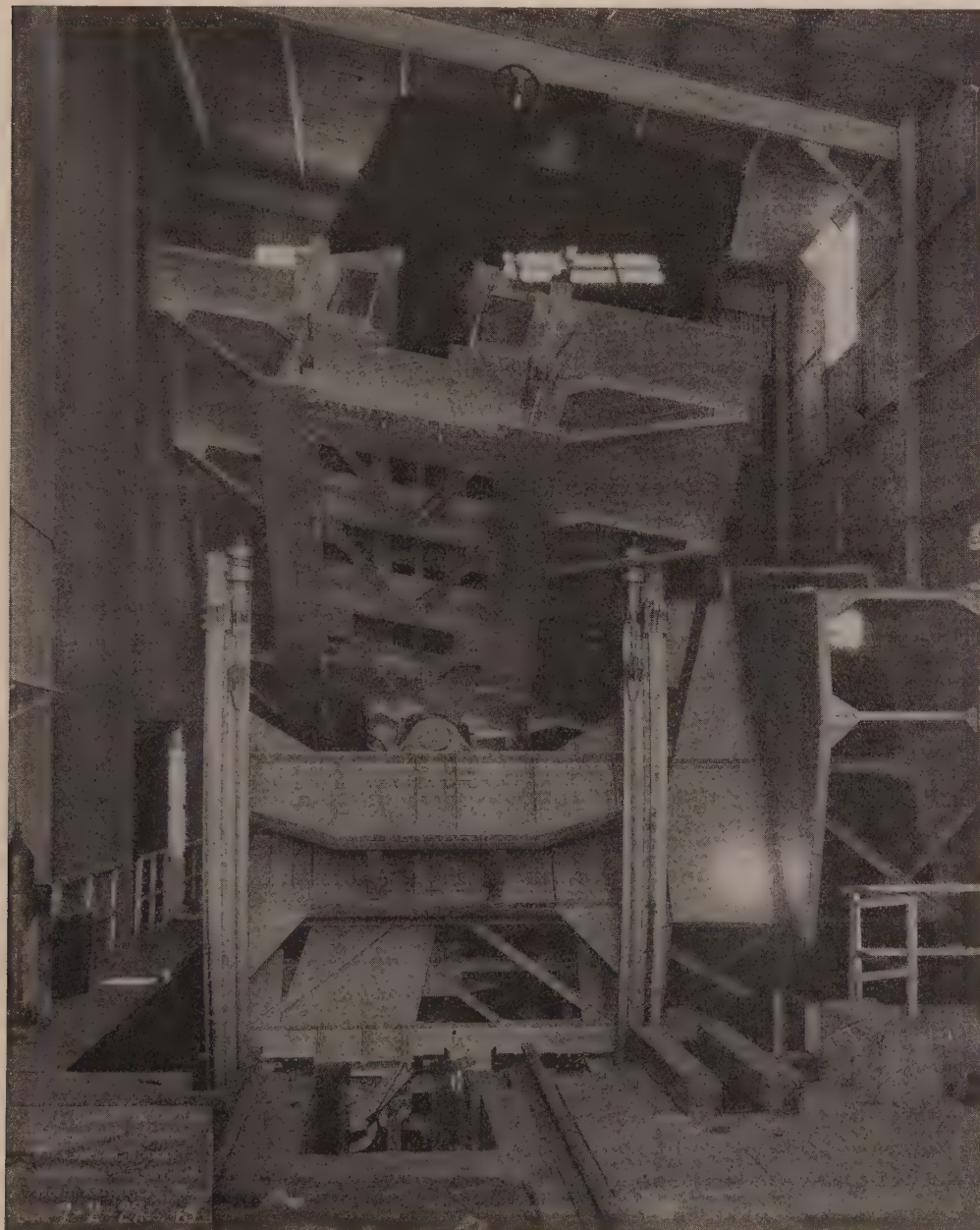


Fig. No. I. Car Tipped Endwise 40 Degrees and Sidewise 15 Degrees, Showing Understructure of Grain Car Unloader.

operated automatically by the end clamp carriages and absolutely eliminate any possibility of an accident due to the failure of the posts being under the ends of the platform when a car is entering.

**Operation:** Briefly the operation of the grain car unloader is as follows: The loaded grain car is spotted on the platform of the unloader, with the outer door of the car open on the dumping side. The disappearing end clamps are simultaneously brought into position in contact with the car couplers, and positively center the car on the main cradle. This operation automatically removes the end posts.

The grain door is then removed by the door opener, and the car tipped sidewise 15°. The main cradle is next tipped to a maximum angle of 40° to the horizontal in one direction, to discharge the grain from one end of the car. The baffle plate is then inserted thru the door opening, and the cradle tipped to an angle of 40° to the horizontal in the opposite direction, discharging the grain from the other end of the car.

After the car has been emptied of its load, the car supporting platform with its empty car is again brought to normal position. The door opener is withdrawn, and the end clamps run into their pits, which operation automatically locks the ends of the car-supporting platform. The empty car is then ready to be moved off the platform.

With the operating speeds for which the unloader is designed approximately five minutes is required for the complete operation.

Besides the installation described and pictured here two similar machines are ready to be put in operation at the new elevator of the Philadelphia Grain Elevator Co. at Philadelphia, Pa.

Greece is reported to have increased the basic minimum rate of duty on flour from 9 to 10.7 metallic drachmas per 100 kilos. The rate of conversion of metallic to paper drachmas for the payment of the duty is fixed at 14.

The federal government, in conjunction with some railroads, is opening new virgin sections of land at a cost of from \$10 to \$20 an acre. Taxes on these farms run around 16 cents an acre, and twenty years' time is being allowed in which to complete settlement. This move brings better land into cultivation, with which worn-out soils of a higher value must compete. The increase in acreage which will result is to be deplored. The wheat farmer on \$100 to \$300 an acre land is doomed, unless he diversify and intensify. Even then overproduction is almost certain.



# Illinois-Indiana Grain Dealers Hold Joint Sessions

For a radius of four score miles around Sheldon (Ill.) country grain dealers, terminal market commission men and their traveling representatives plied their buggies in that direction on Nov. 7 for an exceptionally pleasant evening. George Booth established a new "speed" record for the run from Chicago to get there.

Sheldon's overbrimming hospitality outdid itself on this occasion, despite the extra large attendance, totaling near 100. Quite a number came in to congratulate "Bill" Smith on the recent developments of ???. The local dealers held "open house" for all the arriving guests, generously tendering most welcomed tokens of cordiality in the form of cigars, etc. The pre-banquet gathering hashed over the new Corn and made mash out of it.

The center of activities was later shifted over to the gymnasium of the commodious Sheldon High School along about 7:30, and shortly thereafter King Arthur and his Knights and traveling solicitors did justice to the bountiful feast, a five-course chicken menu with the chicken passed around until refused. The exceptional meal was served by the Women's Aid Society of one of the local churches. Seventeen of "Squire" Cavitt's singing girls served.

At each place was a vividly colored paper cap, four or five rolls of serpentine (which was immediately used to decorate the hall), noisy wooden clappers, cigarettes and matches, all with the generous compliments of Ben B. Bishopp; and various colored whistle-swallows sticks (which were appropriately brought into action in rendering applause by pounding the table) with the compliments of the Bishopp-Jones Coal Co. (The whistle-end of these snappy canes were used very effectively in drowning out Ben Bishopp's singing.) After-dinner cigars were provided by the J. C. Shaffer Grain Co.

L. L. Hootman, Sheldon, after passing the cigars, acted as toastmaster, but retired in favor of Charles E. Riley, Secretary of the Indiana Grain Dealers Ass'n, who presided.

After Ben Bishopp quit laughing at one of Ed Sheppard's stories about some sort of a raffle, the Assembly finally quieted long enough for Sec'y Riley to request the boys to stay after the Corn Session to put on a Dance or so with the town girls who had served them so sumptuously. Then the raquet and beating of swag-sticks began anew. A silver collection was also solicited by Sec'y Riley in behalf of the Church of which these wimmin were members of the Women's Auxiliary, which Church it seems is erecting a new House of Worship.

Before announcing the subject of the evening, Sec'y Riley took occasion, as did many of the speakers following him, to shower compliments on Ben Bishopp's initiative, not to mention the aggressiveness of fellow townsmen, which included: "Bill" Smith, "Doc" Bowles, Charlie Lyons, Chas. Clawson, G. D. Jones, L. L. Hootman, Clayton E. Jones and J. D. Worsham.

**Corn Averaging 27½ Bus. to Acre; Little Moving.**—A summary of the following Corn husking reports shows an average of 27½ bus. to the acre, according to a statistical analysis compiled right after adjournment by Frank A. Witt. Average yields ran from 12 to 60 bus.

Very little of the new crop Corn has reached many of the country shipping points, shippers discouraging movement and even husking until at least after Thanksgiving Day, the customary date after which Corn is considered safe to crib. Prophesied movement seems a shade above normal, proportionately.

Many interesting reports of local conditions follow. Many a Bear turned "Bullish." In brief, the discouraging pranks of Mother Nature in freezing the moisture in the Corn rather than out of it, of cob rot, mould, cribbing before cured, light husking returns which are running around 30 per cent under previous forecasts, and of light test weight Corn, embodies the general run of none too optimistic testimony taken. Compared with 60-90 days ago, however, this condition is an improvement.

Local, State-wide and National questions also came up for discussion. Included among them were: The proposition of eliminating Grades 5 and 6 for Corn delivery and widening the discount, moisture content, test weight, etc., between the grades; of broadening the outlet for Corn through increasing the tariff on Blackstrap Molasses; of quoting bids on the lower grades rather than as at present; eliminating State Inspection or at least removing it from political influence; local sentiment among farmers on a revised edition of the McNary-Haugen bill, which undoubtedly will be introduced, and, according to the consensus of opinion of those speakers in touch with the country producers, which undoubtedly will be "railroaded" through Congress at the coming December session; the necessity of presenting a united "front" in the grain trade in regard to Farm Relief measures; the necessity of knowing operating costs per

1,000 bushels of grain and extracting ample margin and a living wage; the recent rapidity of turnover in grain elevator properties and management; straight line vs. cross line billing, and the injustice of some rates; discounts on cars applied on contracts which do not grade; and the value of state memberships and affiliation with the "National," and the value of regular frequent district meetings.

## THE TESTIMONY.

The Rattle of dishes in the kitchen prevented hearing more than the following reports:

**C. A. Hedworth, Remington, Ind.:** While there is no appreciable prospect for an early movement of the new crop Corn, partially through discouragement on our part, we feel this Corn is going to be of higher or rather better quality than heretofore anticipated. For an average, from 30 to 35 bushels an acre is not a biased prophesy.

**H. E. Hartley, Talbot, Ind.:** Our new crop Corn hasn't started to move to market yet either, but we don't estimate it above 14 to 20 bus. to the acre.

**C. J. Hile, Ambia, Ind.:** There has been no new Corn in, nor do we anticipate a free movement. The farmers are not going to be free sellers this coming season. From all reports there is very little moving anywhere around us. There are no oats back.

**F. E. Jones, Boswell, Ind.:** New corn in our territory is very high in moisture content. Farmers are not going to be free sellers, in my opinion.

**O. B. Robbins, Buckley, Ill.:** Our corn is making from 20 to 25 bushels to the acre. There is not much moving.

**H. L. Sterrenberg, Charlotte, Ill.:** We haven't taken in any new corn, and are inclined to believe the farmers are not disposed to sell.

**J. P. Sterrenberg, Crescent City, Ill.:** We are booking some corn for December delivery, that's all. A little oats are moving. The quality of new corn is going to be better than the '26 crop, and will probably make from 20 to 25 bushels. Our corn isn't wet enough to rot.

**Albert Martin, East Lynn, Ill.,** concurred with previous reports.

**R. J. Hack, Cullom, Ill.:** While we have not handled any of the new corn, we believe the returns will show from 30 to 35 bushels.

**F. M. Chancellor, Stockland, Ill.:** Our corn will make from 25 to 30 bushels. None has come in, as yet.

**C. E. Sinn, Milford, Ill.:** We've taken in no new corn, either.

**E. A. Benedict, Goodland, Ind.:** Our best corn is going around 50, with the average running between 30 and 35 bushels. We've handled none as yet.

**C. Schlutenhofer, Earl Park, Ind.:** Our corn is making from 20 to 30 bushels. Very little old oats are back now. This new corn, of which little has been husked to date, is going to be of good quality.

**J. T. Higgins, Otterbein, Ind.:** Our farmers are not offering any new corn. While some of our neighbors are taking some in, we refuse to gamble with the stuff. Moisture content is running between 20 and 25 per cent, and yields are making between 12 and 30 bushels, with an average of about 20. The stuff is too wet to ship, and much of it chaffy. It's going to dry out, however, and be of a fair grade, tho with small ears. There is a small amount of oats back.

**E. B. Nordwahl, Otterbein, Ind.:** You've heard how our crops are. We've taken no new corn in either.

**C. E. Miller, Piper City, Ill.:** Our corn is pretty wet.

**O. P. Johnson, South Hooper, Ill.:** We've handled no new corn. It's making from 25 to 30 bushels.

**E. C. Brown, Kentland, Ind.:** Our corn will make around 70 gallons to the acre, though none is moving as yet. The farmers have just started to husk, so we don't know what the yields are or the quality.

**Kenton J. Garrison, Earl Park, Ind.,** agreed. **Otis J. Bear, Kempton, Ind.:** Corn is making an average of around 25 bushels. Farmers are going to sell rather freely, being in need of money. Quite a lot of oats back, perhaps 50 per cent.

**G. D. Jones, Sheldon, Ill.:** Our corn is averaging around 25 bushels. We haven't handled any of it, but have booked 1,500 for December delivery.

**Chas. E. May, Rensselaer, Ind.:** We won't have enough corn to strike over, but do believe the farmers are going to be free sellers.

**O. E. Powell, Raub, Ind.:** Not much husked as yet, but making from 25 to 30 bushels. Farmers will be free sellers.

## TERMINAL RECEIVERS.

George E. Booth, Chicago, reviewed political problems of Chicago, which included King George. Mayor Thompson's closing of local Pool Halls has presented a problem far more perplexing than any grain trade question. Seems the Pool Halls were closed because there was too much "English" on some of the pool balls.

The percentage of damage of the new corn coming in to the Chicago market is unusually light, running from 2 to 5 per cent. Had a car on the floor today weighing 50 lbs. and practically free from damage. Judging from the receipts we've had so far, it looks as though there would be a very good quality crop, depending more or less on climatic conditions for the time the corn is still unmarketed. Out in Iowa the frost did some good, but some localities cribbed their corn too soon and it started to heat and sweat. Fifteen years ago corn was never picked until frozen at least once. This cold, snappy weather is good for curing and conditioning. The market has been influenced, undoubtedly, by the placing of this good quality corn on the market first. If possible, more corn of this class should be marketed before the poorer stuff comes in. While average yields are small, the situation is an optimistic one.

Mr. Booth reviewed the value of memberships in state grain dealers ass'ns, emphasizing the affiliation feature with the "National."

On this question of Farm Relief, the Grain Trade should present a united front, taking a constructive position. So far, it's been just like H. I. Baldwin remarked out at the Omaha meeting, viz., the Grain Trade always waits until some destructive legislation comes up and then fights it rather than promoting some constructive program. Perhaps the most helpful move on our part would be obtaining a prohibitive duty on Blackstrap molasses, which is used in the manufacture of commercial alcohol at the expense of corn. Congressman Cole (Iowa) will re-introduce such a recommendation in the form of a bill in this coming session of Congress. If this measure succeeds, there will be a market for 50,000,000 bushels of corn. Putting over such a program will not be easy, but surely worth the effort. Opening the tariff question is a most difficult procedure. At present there is no tariff on Blackstrap molasses to be used in mixing with feeding stuffs. This exception will probably stand. Another thing is this Argentine corn coming in on both Coasts, which just takes the edge off the American corn market. And, of course, grain rates on long haul business are not a bit helpful, and should be reduced.

Presenting a united front to help the agricultural situation is one measure all grainmen can profitably support.

**Ed K. Shepperd, Indianapolis:** While we have two or three mayors under indictment, the grainmen of Indianapolis are all out of jail. Nevertheless, this condition cannot continue for long under present trying conditions, as more grainmen who are sturdy pillars of the Church are habitually swearing at the prospects for the coming corn crop. And if the new corn is anything like the last crop was, then "God help the Grainmen." A little stuff is moving to market now, but most of it's grading 4, 5 and 6. Shippers will benefit by a lighter discount on lower grades of corn if this prohibitive tariff on Blackstrap molasses will be made effective. Such benefits would revert back to the corn producers. Of course, it's going to be a fight to get such a measure through, especially since "alky" costs much more to manufacture from corn than from Blackstrap.

Indiana is not blessed with a good corn crop this year. It's going to fall short and be plenty wet.

Sales reported in the Indianapolis daily market sheet are quoted F.O.B. point of shipment. This is about the only way sales on our floor could be reported, since Indianapolis is not the terminus of any railroad and because of straight line billing is more or less valuable than cross-line billing, depending upon destination, etc.

Mr. Shepperd concluded with a short discussion on the discounts on cars that shippers ship on contracts that do not grade.

**F. G. Winter, Chicago:** Frank Witt here has allowed me one minute to tell all I know about the grain business. I'm just wondering what I'll do with the other fifty seconds.

Milling oats are bountiful in Illinois this year, more so, at least, than in '26. Nevertheless, we are experiencing a little difficulty in securing oats out of some Illinois territory that are of a quality fit to use, being light in weight. Michigan has very choice, heavy oats this year. Ohio's oats are better than Indiana's, which are the worst of any received to date. The Illinois counties with the best oats report them being held back 'til Spring. There is no carrying charge in May oats at the present time. Possibly there may be later, but it's poor policy to gamble on it.

**Ben B. Bishopp, Sheldon,** naming all the local grain men, expressed their combined appreciation at the encouraging turnout, as well as a word of welcome. Ben wanted to sing, but the assembly expressed their preference for his hearty laugh.



Kenny "Red-Hot" Pierce, Chicago, voiced the sentiment of all the guests in a word of praise for Sheldon's warm welcome.

There seemingly at one time was some uncertainty as to the basis for bidding for this new crop corn. The "to arrive bids," however, have adjusted any misgiving of this nature. This problem developed since the elimination of some grades of corn for delivery, which action took place last February. The confusion should be set aright, and if there is any doubt, the Chicago receivers would welcome the opportunity of removing any uncertainty in the minds of country shippers.

Mr. Pierce reviewed the difficulties the farmers are having throughout the Corn Belt with corn cribbed before the frost, a very interesting report in face of which every shipper should profit. The infinite care in detail of minute menaces in the handling of this new corn was most illuminating.

Receipts of new corn at the various markets were reiterated at length. Mr. Pierce's firm, James E. Bennett & Co., received one of the first two cars coming from Iowa on Nov. 4. It graded 5 yellow, 1% damage, 20.20 moisture, 50 lbs., sold for 76c, or 7 under the December. A car of 4 yellow in on the same day, with 18.20 moisture, 5% damage, 51½ lbs., sold for 78c, or 5c under December. A car of 6 yellow from Illinois, 2% damage, 22% moisture, 52.2 lbs., sold for 73c, or 10 under. And so the reports ran, Mr. Pierce giving the basis under December quotations for the benefit of the shippers. In the Chicago market the first car of sample grade—26% moisture, 47½ lbs., 17c under. No. 6 averaged 11c under the December, and No. 5 from 7½c under, while No. 4 took around 5c under.

Reports from Peoria stated new corn coming in running from 25.8 to 27.4 per cent moisture, grading sample. Emphasis was laid on the very small amount of damage in these first cars of new corn arriving, and of a quality superior to that of the previous year. Returns from corn picking shows yields less than anticipated, but of much better quality than was predicted two to three months ago. Country offerings seem moderate with bookings increasing daily, particularly new Nos. 2-4, white and yellow, for Nov.-Dec. 15th shipment. The "to-arrive" Board bids on new 3 and 4 are right around 3½ and 8 cents, respectively, under December.

Lake shipments from the head of the Lakes were also cited, eight cargoes of Northern Spring wheat coming down from there, averaging over a quarter million bushels a cargo. The better price paid this year over last was also pleasingly cited.

"Bill" Smith, "Doc" Bowles, L. L. Hootman and Chas. Lyons, all of Sheldon, each expressed appreciation for the splendid response received as indicated by the large attendance, and a few of the boys referred to some lady friend of "Bill" Smith's in such a way everyone inferred "it won't be long now!"

Lew Hill, Frank Witt, Bill Maibucher, and some more Indianapolis boys, both Republicans and the Democrat, recited their observations on the new corn. Lew stated that judging from the new corn he has handled as a guide for prophesying the quality of what is yet to come, the crop has less moisture and damage content than he ever dreamed, but then, of course, Lew's a Democrat. Bill, a Republican, thought yields would not be what they were forecast 30 days ago, yet considerably more than what was anticipated 60 days ago, which is encouraging. R. B. McConnel states, "It's an ill wind that blows no good!" and that Mother Nature is and is going to take care of this corn crop. Charlie McEwan reviewed the favorable condition of the Sheldon district corn, emphasizing that the "down" corn has not been ruined, and that with two to three and a half weeks of favorable conditions will make good quality corn. As a parting bit of philosophy, Charlie remarked: "Remember, above all, that in the final analysis your friends are all you have left! Appreciate your friends, for that very appreciation will buoy you up through thick and thin!"

George Wegener, Chicago, encouraged endorsing George Booth's Farm Relief program, pointing out that the grain dealer is the farmer's best friend. A word of encouragement for those downcast over the poor grades some of this new corn is receiving was also voiced, in that a lot of good higher grade corn is expected from the Southwest, which will materially assist in working off some of the poorer stuff.

George Stebbins, Chicago, who cheerfully drove a party of five down in his big, powerful motor, had been ducking motorcycle cops so much that afternoon that he sort of evaded being called upon, but couldn't refuse following an avalanche of applause accompanying a second loud demand for "Speech!" George states the reports he has had place yield at 25 to 35 bushels. All of the stuff coming in is far superior to his expectations.

Charlie Olson, Chicago, firmly believes that this crop is going to be much easier to handle than the last one was. Even with the expected light weight and low quality corn, receivers will not have to handle every car four or five times before being enabled to render account sales.

Billy Wilson, Indianapolis, the only bachelor in captivity in the Grain Trade, according to

announcements, was asked to stand up and pose for the ladies in the balcony, at the suggestion of Lester Rich, of the same Mayor-less location. Following a few remarks about "Bill" Smith's seeming success, Billy vowed that "If those birds can go out and get wives, I'm going to keep on trying!"

D. W. Jones, Chicago, stressed the vital importance of the inverse proportion between volume of grain handled and margin per bushel, emphasizing that a short crop necessitated a long margin per bushel.

Charles Riley, Indianapolis, had the keynote struck for him in the foregoing warning by Mr. Jones, which just unloosed a stack of mental convictions on the subject. "Remember!" he warned with that exacting right fore-finger, "you'll not have half the volume of grain to handle this year as in years gone past, and you must adjust your margins accordingly. The farmers don't expect you to operate at a loss, or even at an even break, and surely they don't appreciate your giving away your income. And worst of all, when a grain man goes busted, the whole trade gets criticized for it. So raise your margins to where you can derive an equitable living and return from investment, and hold them there!"

Jesse Summers, Chicago, cited Charlie Lyon's present beaming expression, (etc.) as the result of just getting married as an incentive for Bill Smith. Jess says prospects on this movement are more favorable than anticipated. Bill was not permitted a rebuttal.

Corn in the territory Jess covers is going from 20 to 30 bushels to the acre, and very spotted throughout most of Illinois and the western half of Indiana. Some of it's good and lots of it's bad. From right around Sheldon through to the Mississippi River, corn is very good. The Minonk corn is far ahead. It's just like the oats crop was.

W. E. Culbertson, Sec'y Illinois Grain Dealers Ass'n, inclined to the opinion that the farmers throughout the state would and will resent any suggestions from the Grain Trade. That has been the consensus of the many producers through Illinois with whom Sec'y Culbertson has talked. They resent someone else's mapping out a program for their relief. They want to do it themselves. Why, even the farmer leaders don't know what they want, despite continuous gatherings brought together for the purpose of drafting proposals, without arriving at any definite program, which perhaps they never will do.

Grain elevators are more or less quasi-public utilities, and so it further behooves every last one of you operators to audit your operation costs to determine whether or not you're making a fair and equitable return on investment and services rendered. Your business deserves to be on a sound foundation. Get it there and keep it there!

Sec'y Riley: There are not three out of 10 regular farmers that will not resent interference. The bankers have suffered along with the farmers, and to protect their own interests have attempted to help adjust matters for the farmer, but with little success and less approval.

Grain dealers can help the farmers most by paying for the grain they buy on delivery, which a certain class of farmers are not used to; also by not extending too much credit. Regarding these purported supporters of the McNary-Haugen idea of subsidy, three-quarters of those voting for it did so purely for the purpose of getting votes.

An Invitation was extended to meet with the Tuscola (Ill.) dealers the following Thursday night, Nov. 10, and with the Joliet dealers on Nov. 17.

George Booth requested an expression of the sentiment in favor and opposed to decreasing the number of corn grades from six to four, with more moisture discount, and damage in each grade.

Sec'y Culbertson prophesied a bill would be introduced with the endorsement of the federal department concerned, and that a preponderance of opinion would incline in the direction of fewer grades. Grain dealers and farmers also favor elimination of state inspection by legislative action.

A unanimous vote favored fewer grades.

The Question was raised about the psychology of the country dealers bidding the farmers on the basis of lower grades, most of the stuff being two to five grades off anyway, believing this would breed greater satisfaction among the farmers. The farmer would then get a premium for the better grades of grain.

Sec'y Riley insisted this had been tried time and again, without perceptible success, only because the fellows wouldn't stick to it.

With another request for a token of appreciation for the local Women's Aid, and an announcement of "On with the Dance!" the meeting adjourned until later this month. The dance, however, never precipitated, as Kenny Pierce did a Pied Piper of Hamelin with all of 'em.

## Convention Notes.

George Stebbins drove a party of five down from Chicago.

George E. Booth made the trip down from the windy city in a little over an hour (about

sixty minutes or more over), being detained by a directors' meeting.

Lew Hill had his railroad stop their crack Flier at Sheldon so the half-dozen or more coming over from Indianapolis might deboard. That was nice of Lew.

Indianapolis representatives not already mentioned in the running account included Will Haug and L. L. Wallace.

Chicago receivers, not including the aforementioned, were: Bill Tucker, of Lamson Bros. & Co.; J. W. Hatten; C. H. Stout; Fred W. Owings; E. L. Prough, and George Slingloff.

Illinois Shippers include: F. W. Anderson, Donovan; George Brainard; S. W. Boughton, Wellington; B. W. Cunningham, Piper City; Peter Coyer, Louis H. Hasselbring, Claytonville; J. G. Etzel, Martinton; J. J. Eckman, East Lynn; Harry C. Francouer, Beaverville; T. H. Feeley, Charlotte; James A. Harlan, Cheneyville; F. W. Kee, Iroquois; Harold R. Meents and W. A. Pegram, Clifton; John H. Riebe, Cul-

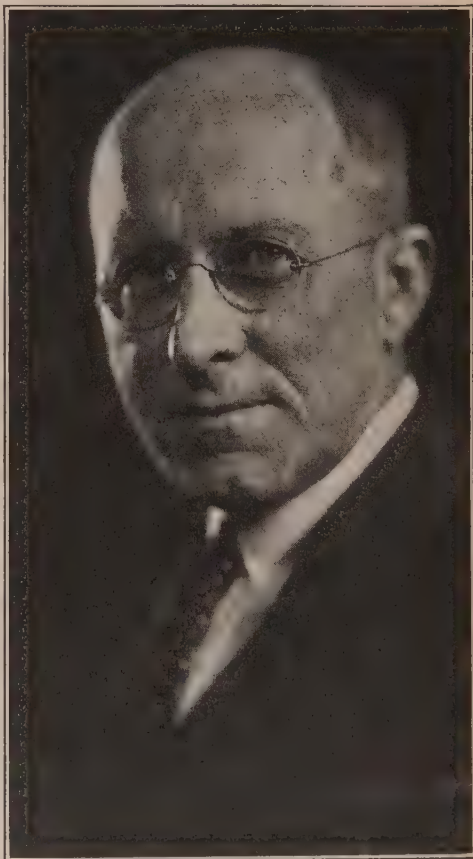
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## Tod Sloan Passes On.

The host of friends of William M. (better known as "Tod") Sloan thruout the Southwest will be grieved to learn of his death at his home in Kansas City on November 4th from a complication of pneumonia and kidney trouble.

He had been identified with the grain trade for twenty years. At first he was with the Grain Dealers National Mutual Fire Insurance Co., and traveled over the Southwest. In 1913 he went with Goffe-Carkener and since 1920 he had been with B. C. Christopher & Co., of Kansas City. He was very popular with the trade and well known for his light heart and good cheer. He was ever ready to lead a group in song or dance if it in any way contributed to the enjoyment of the audience. Kindly and considerate he was ever an active promoter of good fellowship. He was but 53 years old, but he had been confined to his home for several months. He will be long remembered and deeply missed.

He is survived by his widow, Mrs. Cecile Sloan, a son, Mastin and a daughter, Elizabeth. He was taken to his old home in Mobile, Ala., for burial.



W. M. Sloan, Kansas City, Deceased.



## Bulkhead Shipments.

By Jos. A. SCHMITZ.

The Weighing Department of the Chicago Board of Trade has had brought to its notice a number of cases of broken "bulkheads." "Bulkheads" are constructed for the purpose of separating different lots of grain loaded into one car.

The cause of a broken "bulkhead" is often due to the manner in which it is constructed, but oftener it is due to the method of loading the different parcels. The materials at hand, with which to construct bulkheads, obviously are not of a character that would make even a properly built bulkhead strong enough to withstand, alone, the pressure of grain when loaded to any considerable depth against only one side of it. The only reason such bulkheads

do hold is because of the fact that they are "backed up" with grain on both sides. An examination of the average bulkhead will show that it needs such backing up in order to resist the forces of the impact that cars are subjected to when switched singly, or when roughly handled in trains. Examination of well built bulkheads, found broken, discloses the fact that in nearly every case the grain on one side of the bulkhead is loaded much higher than the grain in the other side.

There are several reasons why bulkhead cars might be loaded to varying depths, for instance; since bulkheads cannot be constructed in the middle of the car, because of the doorways, they must be so located that the car's area is divided into unequal parts. A shipper who has two lots of grain of about the same size for shipment finds that he must choose to load one

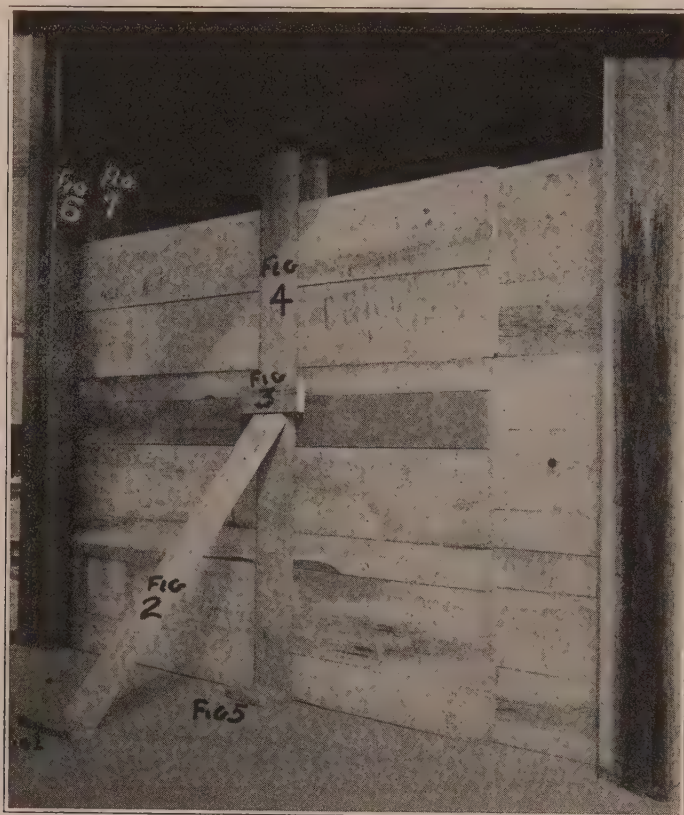
or the other lot in the smaller portion of the car. At other times, the shipper may not know the quantity of grain in each lot and in such cases he sometimes loads the larger lot in the smaller compartment; hence, when he runs the second parcel into the larger compartment, there is a great difference in the depth of the two lots of grain. If in addition to doing this he also places the grain well toward the end of the car, the depth of grain at the bulkhead is still further reduced, until little or no support is afforded the bulkhead. A like condition may occur if the space allotted to the smaller lot is not filled at the bulkhead to the same depth to which the grain of the larger parcel is loaded at this point.

The conclusion reached from these investigations prompts me to suggest that, irrespective of the variation of the average depth of two parcels of grain placed in a car, their depth at the bulkhead should be made approximately equal at the time of loading. True, grain has a tendency to level off, but the bulkhead will at least be well supported by the grain, on both of its sides, until this leveling process is completed, whereas if the grain in one of the compartments is low at the bulkhead at the time of loading the most that can be hoped for is that the depth of grain would be slightly increased by its shifting and leveling.

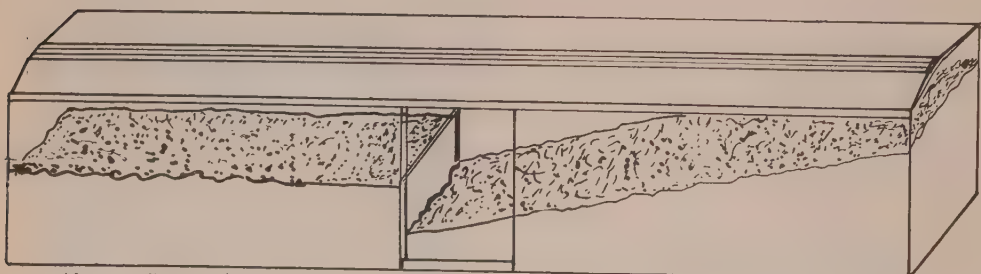
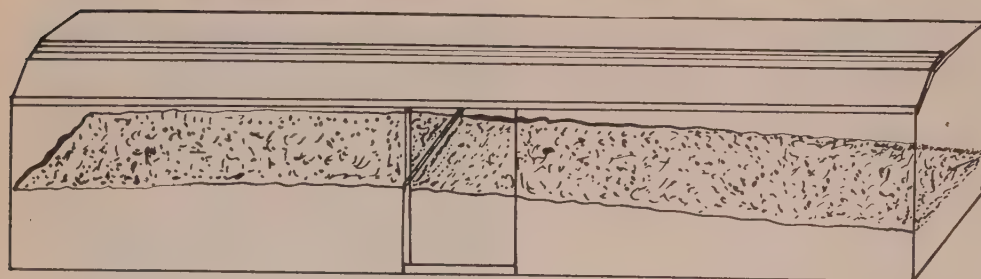
The photograph reproduced herewith shows the Bulkhead constructed so as to withstand rough handling. In its construction ordinary 20 inch grain doors were used, lapped so as to extend across the width of the car. One end of each door was nailed to either of the two cleats (Fig. 6), which had been nailed to the face of the door post, and the other end of the grain doors were nailed to the companion doors. A cleat (Fig. 7), similar to Fig. 6, was placed in a corresponding position on the opposite side of the bulkhead. This was nailed to the belt rails of the car.

Upright posts (Fig. 4) formed of 2x4s were placed on both sides of the barricade and each in turn is supported by diagonal braces shown by Fig. 2. The posts are also secured at the floor by cleats shown at Fig. 5. Figures 1 and 3 were stops used to anchor both ends of the diagonal brace shown by Fig. 2.

Bulkheads built in this manner and backed up on both sides with grain loaded to approximately the same level have proved satisfactory.



Proper Construction of Bulkhead Which Will Stay in Position.



Above: Correct Method, Loading Grain to Same Level on Both Sides of Bulkhead.  
Below: Incorrect Method, Grain Loaded Low on One Side of Bulkhead.

## Buying by the Cwt.

Except for the easternmost portions, most of the grain buying in the state of Colorado is by the hundredweight instead of the bushel. Akron and Sterling are right about the center of the line dividing one from the other.

Dealers buying by the hundredweight remark that it is much handier than buying by the bushel. It saves them a lot of fractional figuring. They need no pounds to bushels tables, but they do find it necessary to have tables showing the comparative value of grains by the bushel and by the hundred pounds.

## Carload Grain Thief Finally Caught.

First, the station agent of the E. D. & B. C. Railway at Clairmont, up in the Northwest corner of the province of Alberta, disappeared along with a wad of express money orders. Yes, there had been a robbery, in which a man, Mark Weston, was "wanted," and "wanted" badly, for several of these stolen money orders were said by police to have been cashed by him.

Weston, a railroad laborer, must have picked up some B/L's also, for he offered two to L. J. Malden, branch office manager of the Calgary office of the Malden Elevator Co.

Weston's urgent demands that the transaction be closed for cash only was what aroused Malden's suspicions, which led to summoning the police.

Weston had \$1,800 with him at the time of his arrest.



# Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, new flour mills, improvements, fires and accidents are welcome. Let us hear from you.

## ARKANSAS

Pocahontas, Ark.—J. N. Pratt has bot the old Pocahontas Flour Mill and expects to put it in operation.

## CALIFORNIA

Puente, Cal.—The stock food warehouse of the C. C. Stafford Hay & Grain Co. had a \$140,000 loss by fire on Oct. 28. It was partially covered by insurance.

Encinitas, Cal.—The partnership of the Encinitas Feed & Seed Co. is being dissolved. E. A. Bricker and W. F. Minnesang will retire and J. H. Harvey continue the business under the present name.

## CANADA

Chatham, Ont.—The elvtr. of the Farmers Co-op. Co. burned recently with a loss of \$25,000, partially insured.

Victoria, B. C.—A 1,500,000-bu. elvtr. is being built here. The John S. Metcalf Co. is the designing engineer.

Sarnia, Ont.—Casimir Kocot, prop. of the Sarnia Brewery, will build a three-unit 150,000-bu. elvtr. A large warehouse will also be built.

Port Arthur, Ont.—The Reliance Elvtr. Co. is installing a 1,000-bu.-per-hr. Randolph Drier. The Barnett-McQueen Construction Co. is doing the work.

Ft. William, Ont.—The Northwestern Elvtr. Co. is installing a 1,000-bu.-per-hr. Randolph Drier. The Barnett-McQueen Construction Co. has the contract.

Ft. William, Ont.—The Bole Grain Co. is installing a 500-bu. Randolph Drier in the electric elvtr. The Barnett-McQueen Construction Co. has the contract.

Vancouver, B. C.—The Alberta Wheat Pool is building a 2,500,000-bu. elvtr. C. D. Howe & Co. are the designers and consulting engineers. The foundation contract has been let to the Northern Construction Co. and the superstructure contract will be let about Jan. 1.

Kamloops, B. C.—It is reported that Spillers Mfg. & Associated Industries, Ltd., have bot the flour and grain warehouse of J. R. Colley and will build a small elvtr. and greater warehouse space. It will be operated under the name of the Vancouver Mfg. & Grain Co., Ltd.

Port Arthur, Ont.—Concrete work is completed on the United Grain Growers 5,500,000-bu. elvtr. and machinery is being installed. The house will be ready to handle grain Dec. 15. C. D. Howe & Co. are designers and consulting engineers. Carter-Halls-Aldinger has the contract.

Montreal, Que.—Comparative figures for the past two years for Ogilvie Flour Mills, Lake of the Woods Flour Mills, St. Lawrence Flour Mills and the Western Canada Flour show that the combined profits of the four companies amounted to \$2,868,633 in the year ended Aug. 31, 1927, as against \$1,655,315 in the previous year. The earnings of each of the companies showed an increase over last year's figures. The four companies showed a combined surplus after all deductions of \$359,194 as compared with a combined deficit of \$122,781 in the preceding year. —P. F.

## COLORADO

Julesburg, Colo.—Our elvtr. lease has been renewed.—Farmers Elvtr. Co.

Ovid, Colo.—E. E. Weibel has bot the elvtr. which he has been operating under lease from the Leffang Grain Co.

Wray, Colo.—We plan to increase our coal shed facilities at an early date.—Geo. Maag, Wray Farmers Union Equity Exchange.

Pritchett, Colo.—The Farmers Elvtr. Co. is installing a dust collecting system to remove dust and chaff from grain as it is elevated.

Longmont, Colo.—The Longmont Grain Co., incorporated; capital stock, \$30,000; by J. H. Vickery, Chas. H. Sorenson and Theo. Taylor.

Steamboat Springs, Colo.—R. H. Howard of Craig has succeeded W. B. Hartley as mgr. of the Steamboat Springs Farmers Co-op. Elvtr. Co.

Yuma, Colo.—We have extended our driveway a few feet to prevent water entering the pit when it rains.—R. R. Archer, agt., Denver Elvtrs.

Loveland, Colo.—Lindsey Amos resigned as ass't mgr. of the Loveland Flour Mills, which includes an elvtr. Robert Tesch has been promoted to the position.

Cornish, Colo.—O. A. Johnson is building a feed mill and elvtr. The former will likely be completed by the first of the year, but the elvtr. will not be ready for this season's crop.

## IDAHO

Culdesac, Ida.—The Independent Grain Co. plans to build a warehouse on the site of the old Tri-State Elvtr. which burned last spring.

## ILLINOIS

Sullivan, Ill.—The Sullivan Grain Co. has installed a grain drier.

Hillsboro, Ill.—Ware & Barnstable are building a warehouse for feeds.

Piper City, Ill.—The Farmers Grain Co. has installed a Kewanee Truck Dump.

Quincy, Ill.—Lightning severely damaged the smoke stack of the Knollenberg Mfg. Co. Nov. 1.

Mendota, Ill.—The Mendota Farmers Elvtr. has built an addition to its lumber department.

Alhambra, Ill.—E. B. Appel has succeeded L. F. Mindrup as mgr. of the Alhambra Grain Co.

Varna, Ill.—The Minonk Mfg. Co. has bot the old Farmers Elvtr. and will use it for a feed mill.

Elizabeth, Ill.—Nick Ebert is razing the old elvtr. which he recently bot of John Hesselbacher.

Essex, Ill.—The Farmers Co-op. Elvtr. Co. has had its wagon scale rebuilt by the Superior Scale Co.

Kewanee, Ill.—A district meeting of the Illinois Grain Dealers Ass'n was held here the evening of Nov. 2.

Long View, Ill.—We operate both elvtrs. here now, having bot the elvtr. of Paul Kuhn & Co. in July.—J. C. Deere.

Haynes Siding (Illioopolis p. o.), Ill.—I am operating the elvtr. of the Lewis & Haynes Grain Co.—A. W. Maxwell.

Rankin, Ill.—E. W. Reinghart bought out and will operate the elvtr. of J. C. Alexander. The deal was made thru C. A. Burks.—Fred Owings.

Dewey, Ill.—The elvtr. of J. M. Jones burned recently. The blaze started in the top of the elvtr. Nearby lumber yard was also destroyed.

Woodland, Ill.—Henry Zimmer is now mgr. of the Farmers Coop. Elvtr. Co., replacing John Curtis. Mr. Zimmer comes from Pleasant Plain. —Fred Owings.

Croft (Fancy Prairie p. o.), Ill.—The Fernandes Grain Co. has had its wagon scales at the local and Middleton plants rebuilt by the Superior Scale Co.

Sheldon, Ill.—A joint meeting of the Indiana and Illinois Grain Dealers Ass'ns was held at the office of the W. L. Smith Grain Co. the evening of Nov. 1. Over 100 dealers attended.

Glover, Ill.—Saddoris Bros. and J. P. Phillips of Mayview have leased the Illinois Traction System's transfer elvtr. It has been opened for business with Mr. Phillips as mgr. New scales are being installed.

Danville, Ill.—Over a hundred grain men attended the joint meeting of the Indiana and Illinois Grain Dealers Ass'ns the evening of Nov. 8. The meeting was held at the office of the J. C. Shaffer Grain Co.

Malta, Ill.—A. Theo. Peterson has had the necessary equipment replaced at his plant, which was recently damaged by fire, so as to resume operations. A shed was built over the unloading pit and then the pit floor and unloading apparatus repaired.

Stonington, Ill.—The plants of the Farmers Grain Co. and that of Hight & Cline were leased to the Stonington Elvtr. Co., a partnership composed of C. T. Moore and Wm. Hight, the change taking place Oct. 17. I have been chosen as mgr. of the new firm.—Otto F. Young.

Oakwood, Ill.—I have just bot out three elvtrs., which will be operated from Oakwood as headquarters, under the name of the Rodgers Grain Co. These plants are in good running condition and are located at Brothers Station, Bronson, and Muncie, Ill.—Russell B. Rodgers.

Rantoul, Ill.—A district meeting of the Illinois Grain Dealers' Ass'n was held here Nov. 4. Reports on the condition of the new crop corn varied widely, ranging from 15 to 60 bushels to the acre. About twelve or fifteen good, live shippers attended. E. J. Feehery, of Chicago, was the only terminal market representative present.

Cairo, Ill.—The warehouse and sheller room of the Samuel Hastings Grain Elvtr. Co. burned Oct. 31 with a loss estimated at \$30,000. The loss was nearly covered by insurance. The fire started in the warehouse containing 50 cars of baled hay and employees stated the entire warehouse burst into flames suddenly. The company's concrete elvtr. was uninjured, altho the flames swirled about two sides of it and shot above the top of the 150-ft. building.

## CHICAGO NOTES.

E. W. Mitchell of Buffalo has applied for membership in the Board of Trade.

Gus F. Kersten, for years with the Armour Grain Co., is now supt. of Badenoch's "Pennsylvania" Elvtr.

Edward W. Dennis, a former Board of Trade member, died Nov. 2 at the age of 75. His wife and a son survive.

W. H. Colvin has retired from the firm of Colvin & Co. and is now registered on the Board on his own account.

James A. Patten has contributed \$200,000 toward a new \$1,000,000 Y. M. C. A. building to be erected in Evanston.

Two Board of Trade memberships sold Nov. 7 at \$7,000 and \$7,200 each. One sold on Nov. 4 at \$7,000 net to the buyer.

James B. Harriss, who was registered for his own account on the Board, is now registered for Harriss, Whitaker & Co., Wilson, N. C.

John J. Mitchell, one of the foremost bankers and financiers of the country and a member of the Board of Trade, died Oct. 29, the result of an automobile accident.

Rosenbaum Bros. will improve their recently purchased Calumet Elvtrs. A, B and C at South Chicago. New machinery to unload lake grain carriers will be installed.

Luther Dickey, who retired from the Board of Trade about a year ago and bot a seat on the New York Stock Exchange for \$176,000, has sold it at a profit of \$100,000.

Gray Silver has been suspended from the privileges of membership on the Board of Trade for non-payment of dues. He was identified with the formation of the Grain Marketing Co.

New members of the Board of Trade are Ralph W. Little, John N. Sternberg, James B. Harriss and Donald Maginnis. The following memberships have been transferred: Allen Logan, Raymond C. Pierce, Willard L. Curtis, Eugene Cox and Knox S. Smith.



The Board of Trade Post No. 304 of the American Legion gave an Armistice entertainment the evening of Nov. 10 at the Exchange Hall, Board of Trade. Military numbers were given by the 132nd Infantry Band and by the Board of Trade drum and bugle corps. Frank J. Delany gave an address on "The American Legion." Vocal selections, dances and the war picture, "America Goes Over," were also part of the entertainment, the proceeds of which will go toward the work being done by the Post for the disabled veterans at Speedway Hospital.

Bartlett Frazier Co. let contract Nov. 9 for the installation in the Wabash Elvtr. of a No. 7 Hess Drier, four Monitor Separators and Clippers, a Twin City Separator, a dust collecting system, all electrically operated with new motors totaling 450-h.p. In addition, some of the older equipment will be electrified, each an independently operated unit. Work is to commence at once, to be completed towards the first of the year. The plant is equipped with a marine leg for unloading vessels from the Northwest, and is located at 33rd and the Chicago River. The John S. Metcalf Co. has the contract.

The Star Grain Co. commenced business, officially, on Nov. 9, with paid in capital of \$300,000. The newly organized grain firm has been incorporated to operate the Rialto Elvtr. on the Calumet River, South Chicago. Offices have been opened in the Postal Bldg. A general business in grain, both cash and futures, as well as domestic and export shipping, both cargoes and carlots, will be conducted. James F. Bell, Minneapolis, is pres.; P. D. McMillan, Minneapolis, and L. N. Perrin, Chicago, are vice-pres. Roland McHenry and Fred F. Breckenridge, Chicago Board of Trade members, formerly associated with Nye Jenks & Co., will be in active control as managing directors. Part of the new company's elvtr. space will be devoted to public storage. The elvtr. was recently equipped with a 25,000 bus. an hr. marine leg and 1,500,000 bus. storage added for a total of 2,500,000 bus. A new roof is being put on at the present time. Further improvement details were delved into, with illustrations and engravings, on pages 230-231, of the Aug. 25, 1926, number of Grain Dealers Journal. The house was of late given up by Nye & Jenks, who discontinued their cash business in this market. H. S. Cox remains as supt.

## INDIANA

Indianapolis, Ind.—Bert A. Boyd is recovering very nicely from his recent indisposition.

LaGrange, Ind.—Harold J. Steman is now associated with John F. Deckard in the LaGrange Grain Co.

Milroy, Ind.—W. M. Bosley, long in the grain business at that station is now on the road for the H. E. Kinney Grain Co.

Rensselaer, Ind.—Both the Farmers Grain Co. and the W. C. Babcock Grain Co. have installed 20-ton Fairbanks-Morse Scales.

Dundee (Orestes p. o.), Ind.—The Urmston Grain & Seed Co. has let a contract for an elvtr. to replace the one which burned recently.

Dale, Ind.—David Wallace, aged 68, formerly with the Wallace Mlg. Co., which has an elvtr., died recently at Owensville while listening to the radio.

New Palestine, Ind.—The New Palestine Elvtr. & Grain Co. has bot the plant and grain business of the New Palestine Grain Co. John McComas acted as broker in the sale.

Winchester, Ind.—Work has started on rebuilding the flour mill of C. V. Graft whose plant burned about a year ago. The elvtr. and offices were rebuilt several months ago.

New Castle, Ind.—The storage barn at Martin & Martin's mill burned Nov. 1. It is thot the fire may have started by a short circuit in one of the three cars stored in the barn.

Graham's Switch (Washington P. O.), Ind.—We are building a wheat elvtr. of the round bin construction type, made up of three bins which will hold 20,000 bus. each. We are also building a separate unit corn elvtr., with a corn crib to store ear corn, of about 50,000 bus. capacity. This elvtr. has a concrete headhouse with machinery to handle putting corn in the crib, as well as taking it out. Both elvtrs. should be completed by the end of Nov.—L. J. Hoefling, the Graham Farms.

Earl Park, Ind.—My son, Kenton, and myself compose a new firm, the Garrison Grain Co., taking over the elvtr. here and at York Switch (Kentland p. o.) from the Richland Grain Co.—Harry E. Garrison, (Mr. Garrison's elvtr. at Raub, Ind., burned about a year ago.)

Huntertown, Ind.—The Huntertown Elvtr. Co. is building a 20,000-bu. iron clad elvtr. It will be equipped with a Western Sheller and Cleaner, No. 7 Monitor Wheat Cleaner, two dust collectors, McMillin Truck Dump, two chain feeders, manlift, 6-bu. Richardson Automatic Scale, cob burner, two stand elvtr. legs, hammer mill with 75-h. p. motor, cleaner, and 7 motors totaling 130-h. p. Hyatt Roller Bearings are on all shafts, cleaners, shellers, boots, etc. The Reliance Construction Co. has the contract.

## IOWA

Marcus, Ia.—The Farmers Elvtr. Co. is building a warehouse for feed.

Davenport, Ia.—The Davenport Elvtr. Co. is building a 3-story drier room.

Correctionville, Ia.—The elvtr. of T. S. Cathcart & Sons is being repainted.

Mondamin, Ia.—The Farmers Co-op. Co. has bot the elvtr. operated by Wallace Bros.

Webster City, Ia.—The Farmers Grain Co. had a small fire in its elvtr. on Oct. 27.

Davenport, Ia.—The Davenport Elvtr. Co. is building a three-story building for a drier room.

Whittemore, Ia.—The Whittemore Elvtr. Co. is building an addition which will house a feed mill.

Rembrandt, Ia.—The Rembrandt Elvtr. Co. has renewed its articles of incorporation for 20 years.

Ira, Ia.—Ira Elvtr. Co. incorporated; capital stock, \$10,000; F. J. Rippey, pres.; W. L. Price, sec'y.

Dows, Ia.—The Farmers Grain & Lumber Co. is erecting a building over its storage tanks and pumps.

New Hampton, Ia.—J. W. Conry and Ed Conry have bot the Brannon Elvtr. from Geo. Munson.

Springville, Ia.—The elvtr. of the Hann Estate has had an attrition mill and cob crusher installed.

Ottumwa, Ia.—The tankage and hay warehouse of the Spry Bros. Grain Co. burned the afternoon of Oct. 30.

Sac City, Ia.—The Farmers Grain Co. recently installed a hammer mill and is operating it with steam power.—Art Torkelson.

Kinross, Ia.—The Liberty Lumber Co., a farmers' organization dealing in grain, lumber, feed, etc., is in the hands of a receiver.

Humboldt, Ia.—The safe in the office of the Farmers Co-op. Elvtr. Co. was broken open the night of Oct. 25 and \$137 in cash taken.

Nashua, Ia.—Jerome Walsh has resigned as mgr. of the Nashua Equity Co-op. Ass'n to form with W. J. Fisher, his former ass't, the Nashua Feed Co.

LuVerne, Ia.—We are installing a new electric motor to replace our gasoline engine. We recently installed an auto truck dump.—Henry Kunz, sec'y, Kunz Grain Co.

Lytton, Ia.—The Lytton Grain Co. has constructed an addition to its elvtr. which houses a hammer mill. Roy Miller, mgr., can feel proud of this modern grinding plant on its arrangement.—Art. T.

LeMars, Ia.—The Plymouth Mlg. Co., whose plant burned in 1925, will start operating its new mill Dec. 1. It will not mill wheat flour, but will devote its capacity to the manufacture of corn products, rye and graham flours and commercial feeds.

Cloverdale, Ia.—The elvtr. of Stockdale & Hankins was slightly damaged by fire Oct. 30. Lightning had entered the roof of the building, followed the hoist chain and found an outlet between the elvtr. and annex. The fire was dormant for several hours after the bolt struck.

Baxter, Ia.—The Baxter Grain & Coal Co. recently let a contract for an 8,000-bu. elvtr. to replace the one which burned about two years ago. It will be equipped with a manlift, cleaner, dump, automatic scales and other up-to-date equipment. It is expected to be completed in 60 days.

Audubon, Ia.—The elvtr. of A. J. Leake, which contained about 9,000 bus. of oats, burned the afternoon of Oct. 28. The fire is believed to have started from train sparks. The house was of frame structure and was burned to the ground within 30 minutes after the blaze was discovered. The loss was quite well covered by insurance.

Cedar Rapids, Ia.—The Emrich Grain Co. has opened an office in the Merchants Nat'l Bank Bldg., under the management of A. K. Emrich who has been in the grain business for the past 18 years. During the greater part of this time he was connected with the grain trade of Milwaukee, after which he managed the Fraser-Smith Co.'s office at Emmetsburg, Ia.

Inwood, Ia.—T. E. Moen, for twenty years a country elvtr. operator here and for four years an operator on the Exchange floor of the Minneapolis Chamber of Commerce, also a broker and track buyer at Estherville, Ia., for two years, will announce his candidacy for state senator from the Forty-ninth Senatorial District at the Republican primaries next June—Arthur G. Torkelson, Lamson Bros. & Co.

## KANSAS

Kinsley, Kan.—S. J. Fairchild is installing a feed mill in his elvtr.

St. Paul, Kan.—The Southern Mlg. Co. has bot the O'Brien Elvtr.

Radium, Kan.—The Midwest Grain Co. has completed a 15,000-bu. elvtr.

Republic City, Kan.—The large granary of Dan Rickel burned recently.

Codell, Kan.—Virgil Eberhardt of Glasco is the new mgr. of the Robinson Elvtr. Co.

St. Paul, Kan.—Sherman Roseberry of Strauss is now mgr. of the Farmers Grain & Supply Co.

Syracuse, Kan.—The Evins Grain Co. is building an elvtr. which will have an elevating capacity of 1,400 bus. per hr.

Salina, Kan.—A. H. Yeagley of the H. D. Lee Flour Mills Co. was overcome by gas fumes while working in the elvtr. after the recent fire.

Moscow, Kan.—A dust collection system to take dust from grain as it goes over the elvtr. head pulley has been installed by Moscow Elvtr. Co.

Linn, Kan.—Our stockholders contemplate construction of a new elvtr. next spring if the crop prospects warrant.—H. H. Gausman, Farmers Co-op. Elvtr. Co.

Washington, Kan.—We have just installed a Sidney Corn Sheller with roller bearings and screw feed.—Chas. Stamm, Washington County Farmers Union Co-op. Ass'n.

Clay Center, Kan.—We plan to install a truck scale in the spring. Our present scale is not heavy enough for use with the heavy trucks that are beginning to come in.—J. W. Pinkerton.

Johnson, Kan.—Johnson Grain Co. has installed a dust collecting system on the head of the leg in its elvtr., which seems to have a beneficial effect in raising the grade on grain received.

Winfield, Kan.—Roy Phillips has bot the Alexander Elvtr. He will install machinery and conduct a feed grinding business in addition to buying and selling grain. Homer Nichols will manage the elvtr.

Strauss, Kan.—Sherman Roseberry has resigned as mgr. of the Farmers Elvtr. Co. to accept a position as mgr. of the Farmers Grain & Supply Co. of St. Paul. Shannon Roberts has succeeded Mr. Roseberry.

Wamego, Kan.—The Wamego Mlg. Co. has been formed to take over the plant of the Farmers Mill & Elvtr. Co. H. L. Graham, Jr., will be mgr. He was mgr. of the same plant previous to its sale to the farmers in 1922.

Concordia, Kan.—We are building a new office separated from our elvtr. It will be 30x16-ft., one room divided by counters. Outside will be stucco. A new 10-ton truck scale is also being installed.—Jno. Brightop, Farmers Mill & Elvtr. Co.

Emporia, Kan.—Bernard E. Teichgraeber, aged 66, founder and senior member of the Teichgraeber Mlg. Co., died Oct. 21 from a heart attack. The widow, three sons and a daughter survive. Each of the three sons is connected with the business.



Allen, Kan.—Chas. Day has reopened his elvtr., which has been closed for several years. He has installed a corn sheller and feed grinder.

Concordia, Kan.—J. M. Decker and C. N. Congleton with their wives, suffered an auto accident when returning from Shrine activities in Salina on Oct. 28. Mr. Decker had two ribs broken. The rest of the party suffered no damage other than a general shaking up.

Salina, Kan.—The H. D. Lee Flour Mills Co. will build a 350,000-bu. concrete elvtr. on the site of the one which burned Oct. 10. The new structure will be similar to the present reinforced concrete house built four years ago, which stands south of the elvtr. that burned.

Gypsum, Kan.—Officers of the recently incorporated Teichgraeber Mfg. Co. are R. F. Teichgraeber, pres. and general mgr.; B. E. Teichgraeber, vice-pres.; O. O. Teichgraeber, vice-pres. and mgr. of the local plant; W. E. Teichgraeber, sec'y-treas. and mgr. of the Emporia mill.

## LOUISIANA

New Orleans, La.—R. S. Hecht, pres. of the Hibernia Bank & Trust Co., was elected for the eighth successive time to the presidency of the Board of Commissioners, Port of New Orleans. E. S. Butler of the Cotton Exchange was re-elected vice-pres.; Ernest A. Carrere, sec'y, and Theodore Grunewald, treas. John B. Sanford will remain as superintendent of the Public Grain Elevator and Bulk Handling Commodity Plant. Col. Marcel Garsaud will continue as mgr. All officials and department heads were retained.

## MARYLAND

Baltimore, Md.—Theo. R. Steinmueller, Chas. J. B. Swindell, Geo. T. Hollyday and Benjamin Y. Martin have applied for membership in the Chamber of Commerce.

Baltimore, Md.—John Miner, ass't grain inspector of the Chamber of Commerce for 13 years, has resigned, having received an appointment to the local police force.

Baltimore, Md.—Walter Boyd McAtee, aged 64, twice pres. of the old Corn & Flour Exchange, the predecessor of the Chamber of Commerce, died Oct. 21 of heart trouble.

## MICHIGAN

Manchester, Mich.—Burtless & Henzie expect to install new equipment at their elvtr.

Bellevue, Mich.—The Bellevue Co-op. Elvtr. & Warehouse Co. expect to install a feed grinder.—Fred Brandt.

Marlette, Mich.—Thos. Wilson's Sons have remodeled their elvtr. plant and installed the latest machinery for handling beans.

Shelby, Mich.—The Oceana Canning Co. has bot the old bean elvtr. of the Lewellyn Bean Co. and will repair it and put it in operation. It has been idle for several years.

Owosso, Mich.—Walter Ward, aged 57, was almost instantly killed by the bursting of a fan in a feed mill he was operating at the elvtr. of Geo. W. Young. He is survived by his wife, a son and a daughter.

Brown City, Mich.—The East Michigan Bean Ass'n held its annual meeting here Oct. 27 with 38 elvtr. men in attendance. J. Wilson of Marlette was re-elected pres. and Guy Powell of Yale was named sec'y-treas.

Anderson, Mich.—The elvtr. of the Stockbridge Elvtr. Co. burned Oct. 27. The elvtr. had been closed for the past two years as the company was in the hands of a receiver. A quantity of baled hay was stored in the building.

Buchanan, Mich.—The mill of the Pears-East Grain Co. was almost destroyed by fire Oct. 27. The loss is placed at \$5,000, covered by insurance. The fire started from a shed in which a blaze was caused by short circuit in an automobile.

Whittemore, Mich.—Within the near future we are planning to install electric power in place of our present gas engine power and will install a feed grinder also. At present we are using a tractor for grinding feeds and elevating.—Josco Elvtr. Co.

## MINNESOTA

Willow River, Minn.—August Shrelek has bot the Vanicky Flour Mill.

Stockton, Minn.—The 15,000-bu. elvtr. of the Farmers Elvtr. Co. is nearing completion.

La Salle, Minn.—C. A. Bloomquist of New Ulm is now mgr. of the Farmers Elvtr. Co.

Barrett, Minn.—The Barrett Grain Co. has installed a Winter Universal Elvtr. Drive and electric motors.

Fosston, Minn.—We are building a new flour room 28x60-ft. to the side of the elvtr.—O. A. Thompson, mgr., Farmers Elvtr. Co.

New Ulm, Minn.—The T. E. Ibberson Co. has secured the contract for the building of a new 3-story warehouse for the Eagle Roller Mill Co.

Sleepy Eye, Minn.—Henry Lemieux, 41, a worker at the Sleepy Eye Mfg. Co.'s elvtr., died as the result of a fall down a 60-ft. shaft at the elvtr.

Appleton, Minn.—J. A. Nolf, formerly with the Atkinson Mfg. Co., is now mlg. supt. for the W. J. Jennison Co., which operates a mill and elvtr. here and at Kansas City, Kan.

Raymond, Minn.—The Raymond Farmers Elvtr. Co. has sold its machine warehouse to Chris H. Ahlfs and will discontinue handling implements as a side line. Mr. Ahlfs will install a feed mill.

Hancock, Minn.—F. E. Taplin is now operating the plant of the Hancock Market Co. as an independent dealer, having bot out the stockholders. He is operating under the name of the Taplin Grain Co.

Clinton, Minn.—G. A. Smythe, formerly mgr. of the Warren Farmers Co-op. Elvtr. Co. at Warren, S. D., is now mgr. of the Farmers Elvtr. Co., succeeding M. A. Beaty who is now agt. for the Montana Elvtr. Co. at Wheaton.

Wheaton, Minn.—S. O. Wingo, mgr. of the Farmers Co-op. Elvtr. Co., played the role of a detective when two young men drove up to his elvtr. with 7 sacks of wheat on their truck, and as a result the two are in the county jail for the theft of the wheat.

Montgomery, Minn.—The Commander Mill Co. has completed a 12,000-bbl. flour warehouse of heavy timber, iron clad and equipped with spiral chutes for loading out. A track shed covering 4,000 sq. ft. and a flour conveyor were also built. The work was done by the Hickok Construction Co.

Prinsburg (Raymond p. o.), Minn.—The elvtr. of the Prinsburg Co-op. Elvtr. Co. has been completed. In connection there was built a flour and feed warehouse, also a 6-bin coal shed. Both buildings are iron clad. The plant was designed and built by the Hickok Construction Co.

Springfield, Minn.—The wooden elvtr. of the Springfield Mlg. Co. burned Oct. 21. It contained about 40,000 bus. of wheat, oats and barley. The mlg. plant and larger elvtr. built of concrete were not damaged. A fireproof elvtr. of 150,000 bus. capacity will replace the one which burned.

Montevideo, Minn.—The county board of Chippewa County and the local city council have taken action leading toward the abatement of delinquent taxes against the property of the Chippewa Mlg. Co., which includes an elvtr. It has been recommended that a portion of the \$10,600 in back taxes against the mill be cancelled with a view to further negotiations for its reopening.

## MINNEAPOLIS LETTER.

The Marfield Grain Co. has let a contract to the Fegles Construction Co. for a 500,000-bu. addition.

Elvtr. M, operated by the Pioneer Grain Corp., has been remodeled and repaired. Three Winter Universal Drives have been installed.

The Carrigg Flour Co. incorporated; capital stock, \$50,000; to manufacture flour and flour products; E. W. Carrigg, pres.; John C. Sheehan, vice-pres.; A. H. Maas, sec'y-treas.

Mrs. J. S. Mathewson, widow of J. S. Mathewson, a former director of the Chamber of Commerce, died recently. Two sons, J. R. Mathewson, grain exchange supervisor for the U. S. Department of Agriculture, and Clarence Mathewson of the Pioneer Steel Elvtr. Co., and one daughter survive.

The Twin City Trading Co. has had their old power house remodeled to make storage space for millstuffs from the main elvtr. A space for the old power equipment was bricked off by a brick wall running across the room, 12 ft. from the south wall of the building. Four bins were built along this wall, all overhead. These bins are served by two small legs which are motor driven. A floor runs on a level with the bin timbers and forms a second floor where mill machinery is to be installed. This floor is made accessible by a stair running from the main floor. The T. E. Ibberson Co. had the contract for the work.

## MISSOURI

St. Joseph, Mo.—Ben A. Miller has applied for membership in the Grain Exchange.

Gainesville, Mo.—The plant of the Weldon Flour Mill burned recently with a loss of \$75,000.

Kansas City, Mo.—F. Andrew Smith is now general mgr. of the Monarch Mlg. Co., which plant includes an elvtr.

Slater, Mo.—The Slater Mill & Elvtr. Co. now has a modern laboratory at its plant in charge of a chemist. Tests of both feeds and flour are made.

Maywood, Mo.—Frank E. Scott bot the plant of the Farmers Elvtr. & Exchange which was sold at sheriff's sale. It is understood he will operate the plant.

Kansas City, Mo.—R. M. Goodlett, formerly of Goodlett & Leavand, who at one time had the local wire service of Logan & Bryan, committed suicide Oct. 31. He was 70 years old.

Kansas City, Mo.—Members of the Hay Dealers Ass'n recently voted approval of the proposal that hay trading here be under government grades. This will probably be effective Dec. 1.

## ST. LOUIS LETTER.

J. H. Flynn was recently elected to membership in the Grain Club.

G. H. Donnewald, a member of the Merchants Exchange, died recently.

J. G. Sackmann has applied for membership in the Merchants Exchange.

S. P. Steed, until Oct. 1 connected with the Nanson Commission Co., is now associated with the Garmon Grain Co.

New members of the Merchants Exchange are Wm. E. Ohlemeyer, Edw. Hymers and Albert H. Mangelsdorf. Memberships transferred are those of R. C. Pennoyer, James E. Cairns and C. F. Prante.

At a meeting of the board of directors of the Merchants Exchange, T. M. Logan and Wm. R. Logan, whose membership in the Exchange had previously been suspended, were definitely expelled from membership.

Wm. Stein has resigned as supt. of the Valier & Spies Mlg. Co. to become general supt. of the C. C. Davidson Mlg. Corp. at Geneva, N. Y. John I. Ranney, formerly supt. of the Goodlander Mills, Fort Scott, Kan., will succeed Stein.

The Merchants Exchange has appointed the following barge line com'ite: W. T. Brookings, H. H. Langenberg, J. Paul Berger, Chas. Rippin and John H. Caldwell. John O. Ballard has been appointed as representative on the Grain Exchange Legislative Com'ite.

Miss O'Rourke, sec'y-treas. of the Powell & O'Rourke Grain Co., has filed a petition for the appointment of a receiver for the company on the grounds that Mr. Powell has been confined to his home by illness for some time and she has been unable to see and advise him of matters needing his attention.

An open meeting was recently held at the Merchants Exchange to discuss some plan of reducing the hazards of doing business in cash grain between local houses. A motion was adopted to instruct the rules com'ite to formulate a plan which would call for each house to secure a bond along the lines of the present Omaha plan.

## MONTANA

Valier, Mont.—D. W. Hunter has resigned as mgr. of the Farmers Elvtr. Co. because of poor health.



Benchland, Mont.—Mike Harney is building a 4,000-bu. elvtr. in which will be installed the latest seed cleaning devices.

Conrad, Mont.—I have resigned as mgr. of the Montana Central Elvtr. Co. and J. W. McLean is the new mgr.—R. R. Corry.

Cartersville, Mont.—It is reported that farmers of this vicinity are considering organizing a company to establish an elvtr.

Harlowton, Mont.—The Montana Flour Mills plans to build additional storage for 25,000 bus., also six 40,000 bu. capacity tanks.

Harlowton, Mont.—Montana's second state grain testing laboratory may be established here soon. Great Falls now has the only one in the state.

McElroy, Mont.—Work has started on an elvtr. for the Northland Elvtr. Co. It will be iron clad and of 30,000 bus. capacity, equipped with two legs and a modern cleaner. Power will be furnished by a 15-h.p. Fairbanks-Morse Engine. The dump scale is a 10-ton Fairbanks, equipped with a Strong-Scott Dump. In addition to the elvtr. a four-room residence will be built for the grain buyer. The work is being done by the Hickok Construction Co.

Antelope, Mont.—The Rugby Elvtr. Co. has remodeled its plant. Its elvtr. was an old style, all overhead, or posted, with the driveway thru one bay. It was moved several hundred feet, the old posting removed, and cribbed in, bringing the side bins down to the new foundation and leaving the usual arrangement of bins and work floor. It required some ingenuity to support the elvtr. while removing the old timber and rebuilding the new cribbing. A new driveway and office were built. Fairbanks Motors were installed. The work was done by the Hickok Construction Co.

Lindsay, Mont.—The T. E. Ibberson Co. has secured the contract for the construction of a new 45,000 bu. elvtr. for the Occident Elvtr. Co. The main elvtr. is 30x35 ft. on the ground, built on a reinforced slab foundation. It is 53 ft. to the eaves with 5 ft. of additional center cribbing. There are 16 bins served by one large leg. The power is furnished by a 15 h. p. type "Z" Fairbanks Engine. For access to the cupola there is a safety manlift running from the workfloor. The driveway is 14 ft. wide with a 4 ft. alcove and has a 10 ton 18 ft. Fairbanks Scale for receiving purposes. The shipping scale is a hopper scale located on the workfloor. The office and engine room is built attached to the driveway and is 14x22 ft. on the ground with the back part built to take care of the engine.

## NEBRASKA

Bruning, Neb.—The Farmers Grain Co. has put in a truck lift.

Cody, Neb.—Jos. White is now mgr. of the W. T. Barstow Grain Co.

Arlington, Neb.—The new plant of the Arlington Elvtr. Co. is now completed.

Virginia, Neb.—The Farmers Co-op. Grain Co. will build an up-to-date elvtr.—P.

Petersburg, Neb.—The Petersburg Elvtr. Co. is installing a Kewanee Truck Lift.

Armour, Neb.—L. O. Ruyle of Blue Springs has bot the elvtr. of the Potts-Small Co.

McCool Junction, Neb.—A Kewanee Truck Lift is being installed by the Farmers Elvtr.

Lexington, Neb.—The Lexington Farmers Elvtr. Co. is installing a Kewanee Truck Lift.

Waco, Neb.—A new 10-ton truck scale is being installed for the Waco Farmers Grain Co.

Shelby, Neb.—Mail addressed to the D. C. Cole Grain Co. has been returned marked "Unclaimed."

Pauline, Neb.—We have put in a new leg belt fitted with Salem Buckets.—C. L. Swigart, Pauline Grain Co.

Doane (Benkleman p. o.), Neb.—We are installing a cleaner for beans.—C. E. Williams, Independent Elvtrs.

Edison, Neb.—We contemplate installing a truck dump and an electric motor.—D. S. Heidloff, agt., W. P. Fritzer.

Linwood, Neb.—The Farmers Elvtr. Co. has awarded a contract to the Van Ness Construction Co. for a new elvtr.

Gilead, Neb.—We contemplate installing an electric motor to replace our coal oil engine.—G. Frey, Hebron Grain Co.

Stratton, Neb.—A. T. Blue is now local agt. for the Morrison Grain Co. which has the Farmers Elvtr. under lease.

Hastings, Neb.—We have temporarily closed our local office.—Wm. R. Smith, local mgr., Davis-Noland-Merrill Grain Co.

Edison, Neb.—We are installing a truck lift and contemplate putting in an electric motor.—J. A. French, Farmers Co-op. Grain Ass'n.

Superior, Neb.—We contemplate installing a new hammer mill for our custom grinding business.—Ernest Meyers, Jr., Superior Mfg. Co.

Mascot, Neb.—L. L. Swindell has leased the elvtr. of J. M. Grace & Co. of which he was pres. and is operating it under his own name.

Holbrook, Neb.—Rankin Bros. contemplate installing electric motors to replace the coal oil engine in their local elvtr.—J. C. Cooper, agt.

Cambridge, Neb.—We have installed a 7½-h.p. Fairbanks-Morse Enclosed Motor to replace our gas power.—W. A. Harding, Farmers Co-op. Union.

Guide Rock, Neb.—We are installing a Fairbanks 10-ton Type S Truck Scale. The Federal Engineering Co. is doing the work.—Farmers Union.

Superior, Neb.—Bossemeyer Bros. are installing a 20-ton truck scale with a weighmeter dial, also a hydraulic air lift.—Frank Bossemeyer.

Bartley, Neb.—We have built a corn crib with capacity for 5,000 bus. to take care of our ear corn trade.—Bartley Equity Exchange, Wm. Fritz, mgr.

Endicott, Neb.—We plan to increase the capacity of our elvtr. and add modern improvements in the spring, if the new prospect warrants.—O. Vanier.

Glenvil, Neb.—A Fairbanks 10-ton Truck Scale was recently installed by the Farmers Union Co-op. Ass'n. Henry Rischling is the new mgr., replacing Wm. Whipple.

Cambridge, Neb.—We have installed a 7½-h.p. Fairbanks-Morse Enclosed Motor on the leg and a 3-h.p. motor on the cleaner in our elvtr.—R. Rankin, Rankin Bros.

Red Cloud, Neb.—We have installed a Fairbanks 10-Ton Type S Truck Scale. The Federal Engineering Co. did the work.—G. A. Kailey, Farmers Union Co-op. Co.

Red Cloud, Neb.—We are installing a hammer mill and an electric bleacher in our mill. We increased our warehouse space about a month ago.—S. D. Smith, Red Cloud Mfg. Co.

Elmwood, Neb.—H. H. Boyd, mgr. and part owner of the Elmwood Mfg. & Grain Co., has sold his interest to his associate. Mr. Boyd expects to re-enter the mfg. business.

Fairbury, Neb.—We are installing a 10-ton Fairbanks Type S Truck Scale and painting our buildings. We installed a truck dump last summer.—W. E. Lee, Fairbury Mill & Elvtr. Co.

Schuyler, Neb.—The plant of the Wells-Abbott-Nieman Co. is receiving a coat of paint. A local statistician has figured that 300 gals. of oil and 5,000 lbs. of white lead paint will be used.

Blue Hill, Neb.—We put in a dust collecting system attached to the head of the leg this fall and find it very effective in taking out chaff and dust.—M. J. Weist, Farmers Grain & Livestock Co.

Chester, Neb.—We have just completed digging a basement under our office and installing a hot air furnace. Other improvements will be added later.—W. A. Fellers, Citizens Lumber & Supply Co.

Omaha, Neb.—The Northwestern elvtr. at Council Bluffs, Ia., leased and operated by the Updike Grain Corporation, will be increased immediately from 1,500,000 bus. to 2,500,000 bus. and ultimately to 3,500,000 bus.

Dunbar, Neb.—The Dunbar Grain Co. has filed a bankruptcy petition, listing assets at \$24,286 and liabilities at \$28,153. Two-thirds of the former figure represents the amount alleged due from Burton Gorton, former mgr. of the company.

Blue Hills, Neb.—Our elvtr. has been equipped with a dust collector on the leg. It is proving quite beneficial, eliminating all dust from the working floor. We hope to rebuild our elvtr. in the spring.—J. A. Leming, Farmers Union Co-op. Ass'n.

Maskell, Neb.—I have installed a 7-h.p. gas engine, replacing the old one, also raised line shaft 12 ft. higher than formerly. Have placed power in one of the bins, making it more convenient for feed grinding and power transmission.—A. R. Olson.

McCook, Neb.—The Sparks-Miller Grain Co. has been organized and has taken offices in the Farmers & Merchants Bank Bldg. Ray S. Sparks and B. A. Miller constitute the company. Both are familiar figures among the Nebraska and Colorado trade.

Cambridge, Neb.—E. C. Rodwell of the Cambridge Mill Co. suffered an accident to his right hand when it was caught in the feed roll of a grist mill. All the fingers were badly crushed and had to be amputated. He is around his plant again but still carries his arm in a sling.

Omaha, Neb.—The following have been nominated for directors of the Grain Exchange: H. A. Butler, J. A. Linderholm, E. W. Taylor, Guy Dristy and C. H. Wright. Three directors will be chosen from among the above nominees to succeed E. W. Taylor, F. C. Bell and H. A. Butler.

Steele City, Neb.—The elvtr. of the Farmers Union Co-op. Ass'n is rapidly nearing completion. It is expected to be in operation within two weeks. The structure is cribbed, iron clad, with a capacity for 12,000 bus. in 8 bins. It is being fitted with a 7½-h.p. General Electric Motor, one leg, Salem Cups, manlift, and other modern equipment. The old elvtr. will be torn down.—Geo. Patterson, Farmers Union Co-op. Co.

## NEW ENGLAND

Boston, Mass.—H. P. Horton of Roxbury has applied for associate membership in the Grain & Flour Exchange.

Boston, Mass.—The wife of Edward F. Clapham, chairman of the floor com'te of the Grain Exchange, died Oct. 28 after a long illness.

Boston, Mass.—Dexter F. Parker and Lyman G. Smith, who withdrew from the partnership in the firm of Jaquith, Parker, Smith & Co., have formed a new grain and feed firm under the name of Parker, Smith & Co.

## NEW YORK

Buffalo, N. Y.—Fred E. Pond, sec'y of the Corn Exchange, has been quite ill with the grippe.

East Randolph, N. Y.—We are installing a Eureka Corn Cutter and Grader in our mill.—C. & L. Glover.

New York, N. Y.—M. G. Belding of Baltimore, John A. Kemp, F. Brandseph and Wm. J. Fee have applied for membership in the Produce Exchange. Cliff H. Morris has applied for associate membership.

Oswego, N. Y.—The state elvtr. will receive Canadian grain cargoes soon. R. L. D. Taylor has arranged for the storage of 900,000 bus. in the elvtr. this fall and expects it to arrive before Nov. 21.

Buffalo, N. Y.—The R. S. Mosley Co., incorporated; capital stock, \$25,000; to deal in grain and feeds; by Ralph S. Mosley, Warren W. Hawley, Jr., Leonard B. Oakes. Mr. Mosley was formerly head of the Mosley & Ward Co.

## NORTH DAKOTA

Finley, N. D.—The St. Anthony Elvtr. Co. has installed new equipment in its feed mill.

Bismarck, N. D.—The Dacotah Elvtr. Co. has completed a 25,000-bu. elvtr. P. W. Starkle is mgr.

Pembina, N. D.—The Victoria Elvtr. Co. has built an addition to its elvtr. which will house a feed mill.

Farmount, N. D.—The Northwestern Seed Growers Ass'n has taken over the property of the Ladd Mill & Elvtr. Co.

Brocket, N. D.—Van Osdel & Goulding have bot the elvtr. of A. J. Anderson and are operating as the Brocket Grain Co.

The Farmers Elvtr. Co. of Brocton is a new member of the North Dakota Farmers Grain Dealers Ass'n.—Sec'y P. A. Lee.



Hope, N. D.—Lyle Bowen, deputy sheriff of Steel County, was killed in a feed mill. His clothing caught in a drive belt and threw him against the elvtr. spout.

Cummings, N. D.—The Cummings Farmers Elvtr. Co. has had some repairs done on its elvtr.. The repairs consisted of the installation of a new distributing spout, new buckets on the leg and other general repairs. The T. E. Ibberson Co. had the contract.

Roth, N. D.—The Farmers Elvtr. & Supply Co. has repaired its plant. The old boot tank was replaced by a steel tank, the old leg removed and rebuilt, a new leg installed, the cupola raised and a double distributor installed with new spouting thruout. Work was started Aug. 15 and completed Sept. 5 by the Hickok Construction Co.

Donnybrook, N. D.—The Northland Elvtr. Co. recently wrecked its old elvtr. and the elvtr. known as the Lybeck Elvtr. was moved and put on a new foundation on the Northland site. A boot pan was installed and the elvtr. cribbed five ft. higher. A driveway was built and a new engine installed. The work was done by the Hickok Construction Co.

Cuba, N. D.—The T. E. Ibberson Co. has recently completed the new elvtr. for J. C. Miller. The elvtr. is built on a reinforced concrete foundation of the slab type and is 48x50 ft. on the ground. There are 26 bins with a total capacity of 77,000 bus. There is an 18 ft. work-floor running thru the center of the house and same is built 12 ft. in the clear. There are two legs (large size) and there are two heavy duty, large capacity cleaners. The driveway is 12 ft. wide with 7 bins over same. There is a 10T 16x8 Howe Dump Scale located in the driveway for receiving purposes. This scale is fitted with a Globe Air Dump. For shipping purposes there is a 2,250 bu. Richardson Automatic Scale located in the cupola spouting floor. The two legs are fitted with 9 in. No. 2 Gerber distributing spouts and the power for these legs is furnished by a 25 HP type "Y" Fairbanks Engine, which is located in the basement of the office. Access to the cupola is made by a safety manlift running from the workfloor to the cupola. The office is built attached to the driveway and is 20x30 ft. on the ground with a full basement under same.

## OHIO

Cincinnati, O.—Fire in a bin at the Early & Daniel Co. caused a loss of \$200.

Orient, O.—The plant of the Orient Grain Co. was recently slightly damaged by fire.

Defiance, O.—The Northwestern Ohio Farmers Grain Dealers Ass'n met here Nov. 7.

Columbus, O.—The fall meeting of the Ohio Millers State Ass'n will be held Nov. 17 at the Hotel New Southern.

Monroeville, O.—Mail addressed to the Monroeville Grain & Seed Co. has been returned marked "Out of business."

Buckland, O.—The Buckland Farmers Exchange Grain Elvtr. Co. is replacing its gasoline power with electricity.

Hardin (Sidney p. o.), O.—The Hardin Grain & Supply Co. has bot a feed grinder from the Sidney Grain Machinery Co.

Marion, O.—C. E. Roseth has resigned as mgr. of the Marion National Mill Co., which has an elvtr. He will go to Minneapolis where he was formerly interested in the grain and mlg. business.

Lockington (Piqua p. o.), O.—The Adlard Elvtr. has bot a Tex-Rope Drive Hammer Mill from the Sidney Grain Machinery Co.

Wilmington, O.—J. V. Metzger, who was severely injured when run over by an automobile he was cranking, is now able to be at his hay and grain office.

Eldorado, O.—Fred Schlientz & Son, operators of an elvtr., feed store and coal yard, are in the hands of a receiver upon application of the Eldorado Farmers State Bank.

Sidney, O.—The fall meeting of the Miami Valley Grain Dealers Ass'n was held in the Kak Bldg., the afternoon of Nov. 10. This was the 30th annual fall gathering of the organization.

Cloverdale, O.—The hay barn of Raabe Bros. burned several months ago. The elvtr. was not damaged. Do not know whether or not they will rebuild.—Joe Hasenkamp, ass't mgr., Odenweller Mlg. Co.

Troy, O.—The Troy Grain & Supply Co. has installed a boiler and other equipment for a Randolph Grain Drier. General alterations and repairs have been made. I supervised the work.—George Williams.

Haviland, O.—I have quit operations here on account of the elvtr. being sold to the Haviland Grain Co., operated by Harvey Eikenberry of Van Wert, who owns and operates another elvtr. at this station.—W. S. Bricker.

Wengerlawn (Brookville P. O.), O.—Altho we sold our grain business about 10 weeks ago to N. J. Marshall of New Port, near Ft. Laramie, O., he has "flew the coop" already, leaving a number of creditors, two of whom brot attachment suits. The sheriff closed the elvtr. and says Marshall cannot be located.—Miller & Miller.

Elida, O.—We just put on some Dodd & Struthers lightning rods and like the sense of security. It is worth much more than the rods cost us, which was reasonable enough considering the job. We also just installed a new 15-h.p. motor in the cupola, replacing an old 25-h.p. motor which was sadly out of alignment. We also put in a new 5-h.p. Wagner motor on the working floor, used in conjunction with the leg power for the feed department.—Delbert McBride, Elida Farmers Equity Exchange Co.

Lockbourne, O.—The Myers Grain Co. has awarded a contract to the Reliance Construction Co. for a 20,000-bu. elvtr. It will be equipped with 8 Fairbanks-Morse Inclosed Ventilated Motors of 117 h. p., and a 1,000-bu. per hr. sheller. All shaft bearings, boots, shellers, cleaner, etc., will be equipped with Hyatt Roller Bearings. There will be a McMillin Truck Dump, two chain feeders, man lift, 6 bu. Richardson automatic scale, No. 8 Monitor Wheat Cleaner and No. 8 Monitor Corn Cleaner, two dust collectors, cob burner, two stand elvtr. legs, Gruendler Hammer Mill and Randolph Grain Drier.

## OKLAHOMA

Knowles, Okla.—Davis Bros. have sold out to Burns Grain Co.

Ardmore, Okla.—The Ardmore Mlg. Co. has completed a 150,000-bu. elvtr.

Rocky, Okla.—The plant of the Farmers Co-op. Grain & Supply Co. burned Oct. 29.

Minco, Okla.—The plant of the E. C. Wegener Grain Co. was slightly damaged by fire Oct. 22.

Vinita, Okla.—A district meeting of the Oklahoma Grain Dealers Ass'n was held here recently.

Newkirk, Okla.—J. L. Robinson will be in charge of the elvtr. to be opened by the Perry Mlg. Co.

Jefferson, Okla.—Glen V. Feese, formerly of Wichita, is now in charge of the Hacker Flour Mills, which includes an elvtr.

Oklahoma City, Okla.—A. R. Hacker, mgr. of the grain department of the Enid Mlg. Co., is recovering from an attack of influenza.

Oklahoma City, Okla.—W. L. Perkins of the Perkins Grain Co., who recently recovered from a nervous breakdown, has suffered a relapse.

Hooker, Okla.—Paul Wright of Optima bot the Rich Elvtr. at sheriff's sale. It has been placed in operation with J. S. Golden as mgr.

Shattuck, Okla.—The James Grain Co. is installing a dust collecting device that works on the grain as it passes over the head to the distributing spouts.

Enid, Okla.—C. A. Johnson has closed his brokerage office in the Board of Trade and has accepted a position as salesman with the Great Plains Mill & Elvtr. Co.

Oklahoma City, Okla.—New members of the Oklahoma Grain Dealers Ass'n are the A. O. Haggard Elvtr., Council Hill, and R. A. Smith & Son, Strang.—Sec'y C. F. Prouty.

Eufaula, Okla.—E. F. Saltsman and Steve Yarbrough are building a building for the handling of corn and other grain. A corn sheller and other equipment will be installed.

## OREGON

Pendleton, Ore.—The Pendleton Flour Mill Co. has installed machinery for the manufacture of poultry and dairy feeds.

Portland, Ore.—The 4,000-ton addition for the Balfour-Guthrie Co. at the Irving Dock has been completed and gives the company 12,000 tons of storage at this dock. The addition consists of 16 bins 119 ft. high. The work was completed in four weeks.

## PENNSYLVANIA

Sunbury, Pa.—Walter W. Kalb has installed a 7,000-bu. grain elvtr. in his feed mill.

Philadelphia, Pa.—Monroe A. Smith, mill feed dealer, is recovering from an appendicitis operation.

Philadelphia, Pa.—Ten certificates of membership in the Commercial Exchange will be sold at public auction Nov. 21.

Richland, Pa.—John Zug, engaged in the grain and feed business, was married recently to Miss Margaret Weist at Columbia, Pa.

Philadelphia, Pa.—The grain trade of the Commercial Exchange recently held a meeting to consider establishing grades for buckwheat.

Philadelphia, Pa.—The wife of Samuel L. McKnight, treas. of the Commercial Exchange, was killed Oct. 30 when their car turned over following a collision. Mr. McKnight was cut and bruised but escaped serious injury.

## SOUTH DAKOTA

Parkston, S. D.—The north elvtr. of the Farmers Co-op. Elvtr. Co. burned Nov. 1.

Woonsocket, S. D.—The Farmers Elvtr. Co. is considering building a store room for feeds.

Irene, S. D.—The Farmers Co-op. Elvtr. Co. has bot the property of the Farmers Union Elvtr. Co.

Vale, S. D.—The Tri-State Mlg. Co. has completed an iron clad elvtr. It was built by the Hickok Construction Co.

Herrick, S. D.—The Zorba Land, Grain & Livestock Co. has bot the elvtr. of J. T. Scroggs, which it has been operating under lease.

Junius, S. D.—Mail addressed to Albert Paulson has been returned marked "Removed; left no address." (Mr. Paulson's elvtr. burned last May.)

Talmo, S. D.—A concrete pit and other improvements have been made at the Talmo Elvtr. Co. Nick A. Schuyer of Audubon, Ia., is now in charge of the elvtr.

Wolsey, S. D.—The Geo. P. Sexauer & Sons' elvtr. of this place has just had a new 10T 16x8 Fairbanks Special Dump Scale and a Strong-Scott Dump installed in their elvtr. This work along with other general repairs was done by the T. E. Ibberson Co.

Elk Point, S. D.—The E. R. McFarland Elvtr. is installing a 10-ton scale and a pneumatic air dump. The driveway is being lowered and the elvtr. overhauled. After the repairs have been made the company will be prepared to handle grain very rapidly.—R. A. (Bob) Swensen, James E. Bennett & Co.

Dempster, S. D.—The Atlas Elvtr. Co. has had some general repairs done on its elvtr. A Hinkley Head Drive fitted with a 7½ hp. GE. Motor was installed in the cupola for driving the leg and a 2 hp. GE. Motor was installed for running the compressor. The installation of these motors along with other general repairs was done by the T. E. Ibberson Co.

## BUCKETS



Our line of Grain Elevator Buckets is complete.

We carry a complete line of Grain Elevator Machinery.

American Machinery & Supply Co.  
Omaha, Nebr.

Howe Scales

Kewanee Dumps



Raymond, S. D.—The Atlas Elvtr. Co. has had new motor drives installed and other general repairs done in its elvtr. A new 7½ hp GE. Motor mounted on a Hincley Head Drive was installed in the cupola for driving the leg, and a new 2 hp GE. Motor was installed to run the compressor for the air dump. The T. E. Ibberson Co. had the contract for the work.

## SOUTHEAST

Conover, N. C.—The newly incorporated Catawba Mlg. Co. plans to build a plant soon.

Atlanta, Ga.—The plant and warehouse of T. H. Brooke & Co. burned recently. The company is planning to rebuild.

Bluefield, W. Va.—We have succeeded the National Brokerage Co. and Barrow-Douglas Co. and are brokers of grain, feed and flour. J. S. Dudley is pres.; P. S. Darrow, vice-pres.; T. S. Gillespie, sec'y, and S. C. Douglas, treas. and mgr.—Consolidated Brokerage Co.

## TENNESSEE

Columbia, Tenn.—The mill and warehouse of Parks Bros. burned Oct. 28. The loss is estimated at \$35,000.

Ashland City, Tenn.—The mill of J. F. Tucker & Co., which was recently damaged by fire, will be rebuilt at once.

Nashville, Tenn.—W. P. Bell & Co., dealer in grain, hay and feeds, has filed application for a charter of incorporation.

Estil Springs, Tenn.—Robert J. Riddle, aged 78, died Oct. 28 at his home in Chattanooga. He was pres. and mgr. of the Tennessee Mlg. Co. until its plant, including an elvtr., burned in 1912.

## TEXAS

Colorado, Tex.—The Colorado Produce Co. has installed a feed grinder.

Galveston, Tex.—The Galveston Wharf Co. is installing a flour conditioning plant.

Frisco, Tex.—The plant of the Hughston Grain Co. was recently damaged by fire.

Perryton, Tex.—Scott Bros. plan to install a cleaning device to take dust from grain as it is being elevated.

Miami, Tex.—The Barnett Grain Co. has bot a grain cleaner and renovator that works on the head of the leg.

Amarillo, Tex.—We have opened an office in the Amarillo Bldg., and will handle wheat, corn, oats, kaffir, milo, sudan and red top cane seed.—C. B. Cozart, Inc.

San Antonio, Tex.—C. H. Guenther & Sons, operating as the Pioneer Flour Mills, are reported to have acquired a site for the extension of their plant.—P.

Gainesville, Tex.—The grain warehouse of I. W. Gladney burned recently. The building contained 2,000 bus. of oats. The entire loss was covered by insurance.

Granger, Tex.—The Allen Feed Store is a new member of the Texas Grain Dealers Ass'n. M. C. Allen is mgr. of the company.—Sec'y H. B. Dorsey.

Spearman, Tex.—The R. L. McClellan Grain Co. has bought a grain renovating device to be fitted to the head of its elvtr. for removing dust and light chaff.

Houston, Tex.—The South Texas Grain Co. has filed suit against the Bewley Mills of Fort Worth, alleging infringement of trademark and imitation of the packages used by the plaintiff in putting up mixed chicken feed.

## UTAH

Santaquin, Utah.—The Santaquin Feed & Flour Mill has been bot by M. W. Bradford of Sanish Fork and J. Pratt and son of Provo.

## WASHINGTON

Seattle, Wash.—E. A. Pierce & Co. of New York and the I. C. Sanford Grain Co. of Portland are new members of the Grain Exchange.

Seattle, Wash.—Clark Rathke, who has been running a feed mill at Auburn in addition to his local grain office, is now confining his time entirely to the Seattle business, having sold his feed business.

Seattle, Wash.—The maximum and minimum car loading rules of the Merchants Exchange have recently been changed. Rule 7, Section 2, page 8, Cash Trading Rules, has been changed as follows, effective Oct. 1, 1927: When a carload calls for a carload of specified capacity the variation in weight allowed under contract shall be between the minimum of the market capacity of such car and a maximum of 10% over marked capacity. Any under or over delivery will be figured and settled for from a basis of 5% over the marked capacity of carload. Trades before Oct. 1, 1927, would be settled on the basis of 86,000 lbs. or 80,000 capacity cars as that would be the breaking point instead of 84,000 lbs.

## WISCONSIN

Milwaukee, Wis.—The Kurth Malting Co. is building an office addition to its plant.

Arkansas, Wis.—E. M. Miles & Son will rebuild their grist mill which burned recently.

Milwaukee, Wis.—Elmer F. Pastow has been elected to membership in the Chamber of Commerce.

West Allis, Wis.—The Dadmun-LaBudde Co. has completed a new warehouse for feed and grain.

Superior, Wis.—Twenty-one lots between the elvtrs. K and M of the Cargill Elvtr. Co. in East End have been bot by that company.

Shawano, Wis.—The Northern Mlg. Co. has built an addition to its elvtr. and warehouse, and a spur track has been built to the elvtr.

Milwaukee, Wis.—Chas. Roloff of the weighing and inspection department has been appointed a registrar of storage house receipts.

Milwaukee, Wis.—The rate of interest for the month of November, as has been determined by the finance com'te of the Chamber of Commerce, is 6%.

Milwaukee, Wis.—The Calumet Elvtr. of the Froedert Grain & Malting Co. has been designated a registered storage house by the directors of the Chamber of Commerce.

## WYOMING

Sheridan, Wyo.—The Denio-Barr Mlg. & Grain Co. has been reorganized under the name of the Sheridan Flour Mills, Inc., which has taken over the northern properties of the Denio-Barr company. The firm operates an elvtr. and 1,000-bbl. mill here.

## I. C. C. Reports Eight New Efficiency Records.

Striking gains in transportation efficiency for the first eight months this year, as compared with the corresponding period for each year since 1920, are reported by the Bureau of Statistics of the Interstate Commerce Commission.

The Bureau's compilation shows improved records for operating efficiency established by the Class 1 railroads in the following eight out of ten items selected as measures of operating efficiency:

The freight density of the Class 1 railroads in the first eight months this year, according to the compilation, was 5,467 net ton-miles per mile of road per day;

The gross trainload, 1,772 tons (excluding the weight of the locomotive), and the net trainload, 778 tons (excluding the weight of cars), also exceeded the averages for the other individual years since 1920;

The average gross ton-miles per train-hour in the first eight months of 1927 was 21,768, and the average net-ton miles per car-day, including unserviceable cars, was 515;

The average car-miles per car-day stood at 30. In computing the average movement per day, account is taken of all freight cars in service, including cars in transit, cars in process of being loaded and unloaded, cars undergoing or awaiting repairs and also cars on side tracks for which no load is immediately available;

The cars per train (including caboose), averaged 46.3.

**AVERAGE CARLOAD DECLINES:** The two items in which the 1927 performance did not set a record during the period under consideration, according to the Interstate Commerce Commission, are the average carload and the percentage of loaded cars of the total transported. In both of these instances the best performance is shown for the eight-month period of 1920. In that year the average carload was 28.8 tons as against 27.3 tons this year; while the percentage of loaded cars was 69.9 in 1920 as compared with 63 in 1927.

**HAND-TO-MOUTH BUYING NECESSITATES EFFICIENT MANAGEMENT:** Efficient management has improved freight service to such a degree than hand-to-mouth buying was made possible, and large reductions of commercial inventories were affected. While the extent of such an influence cannot be definitely measured, it is generally agreed that the actual money value of good transportation is enormous.

## I. C. C. Activities.

**Investigation No. 3969,** Wabash Ry. Co.'s tariff No. O-9399, Ill. C. C. No. 761, effective Nov. 23, increases rate on grain products from Decatur and Springfield to Cairo, Ill.

**Benson-Quinn Co.,** Minneapolis, Minn., vs. Director General, as agent, Great Northern, alleges illegal charges on oats from points in Minnesota and South Dakota to Minneapolis and other points. Asks reparation.

**Pillsbury Flour Mills Co.,** Minneapolis, Minn., v. Chicago Great Western et al., alleges unlawful charges on grain and grain products from Rogers, Neb., to Buffalo, N. Y., transited at Minneapolis. Asks reparation.

**Delmar Co.,** Minneapolis, Minn., et al., vs. the "Milwaukee," charges unreasonable rates and charges on grain from points on defendant's line, stored in transit at Minneapolis, and reforwarded to Superior, Wis., or Duluth, Minn. Asks reparation.

**Clovis Mill & Elvtr. Co.,** Clovis, New Mex., et al. vs. A. & S. et al., charges rates in violation of the first two sections of the Act, on grain from Clovis, Grier and Portales, New Mex., to Galveston, Tex. Asks reparation and rates for the future.

**The Light Grain & Mlg. Co.,** Liberal, Kan., v. Santa Fe et al., alleges rates in violation of Secs. 1 and 4 of the Act, on wheat and coarse grain and/or products thereof from Turpin, Okla., to Mountainair, New Mex. Asks reparation and rates for the future.

**Farmers Elevator Co.,** Monticello, Ind., et al. v. Chicago, Indianapolis & Louisville, alleged rates in violation of the first three sections of the Act, on grain from Monticello, Guernsey and Yeoman, Ind., to Chicago, Ill., compared with rates from Monon and other Indiana stations on defendant's line. Asks reparation and rates for the future.

**Globe Grain & Mlg. Co.,** Los Angeles, Cal., vs. Southern Pacific Co., alleges rates and charges in violation of sections 1, 3 and 6 of the Act, on wheat, corn and other grain from transcontinental points in Groups E, F, G, H and J, to Los Angeles. Alleges defendants refused transit privileges at Los Angeles. Asks reparation and transit requirements.

**Investigation No. 3968,** Chicago & Illinois Midland Ry. Co.'s tariff No. 7-A, Ill. C. C. No. B-126, effective Nov. 21, eliminates routing via Springfield in connection with rates on grain and grain products from stations Crescent to Havana, Ill.; and eliminates routing via Springfield and the Wabash Ry. in connection with rates from Pawnee Junction, Pawnee, Beechley, etc.

**Traffic Bureau,** Valdosta Chamber of Commerce, Inc., Valdosta, Ga., vs. Atlanta Coast Line, et al., objects to unreasonable thru rates on grain products, hay, etc., moving between Valdosta and interstate destinations and points of origin in the U. S. and Canada, and particularly from origins in Missouri, Kansas, Nebraska, the Dakotas, Minnesota, Iowa, Wisconsin, Illinois, Indiana, Kentucky and Tennessee. Also requests removal of any unjust discrimination or undue prejudice found to exist. Asks reparation.



## Supply Trade

**Charlotte, N. C.**—The Morse Chain Co. has appointed Harry E. Matthews to the management of its Charlotte office, which became vacant with the death of Geo. W. Pritchett, Sept. 15. Mr. Pritchett has been manager of the Charlotte office since its opening and was well known thru the South. Mr. Matthews has been assistant manager of the Charlotte office for the last eight years or more. He is, therefore, well equipped to take over the responsibility of this office.

**"Hyatt Roller Bearings for Railroad Journal Boxes"** is a book dealing primarily with the application of Hyatt Roller Bearings for railroad work, but the data it contains is of just as much value to the builder of any type of equipment where anti-friction bearings are, or can be, employed. Railroad journal boxes are considered one of the most arduous duties for bearings, yet the striking success of Hyatt Roller Bearings in this service is but a repetition of the satisfactory performance they are giving in every other type of application today.

In the name of "service" hundreds of manufacturers and dealers are sacrificing profit. Top heavy inventories of "cats and dogs" take heavy toll of profit and the alibi is "service." True, there are calls for odd sizes of certain products and perhaps when the call is made the need is urgent. The big question, however, is how far can the manufacturer or dealer go in anticipating all of the needs of industry and still make a profit? Simplification will do much to help the manufacturer and dealer clean house and when definite standards are established, larger stocks of merchandise can be carried and hand-to-mouth buying need not be resorted to in order to reduce inventories swelled by slow moving merchandise to a point above that which is profitable.—The *Dodge Idea*.

**Milwaukee, Wis.**—The Falk Corporation announces that arrangements have been made with William Kennedy & Sons, Ltd., Owen Sound, Ont., whereby this company is to manufacture and sell Falk Continuous Tooth Herringbone Gears, Falk Herringbone Speed Reducers and Falk Flexible Couplings in Canada. For sixty years, William Kennedy & Sons, Ltd., has been well known thruout Canada as founders and engineers. The broad experience of this concern and the splendid service it has rendered Canadian industries in the solving of technical problems, as applied to power transmission, has led The Falk Corporation to deviate from a long established policy and license William Kennedy & Sons, Ltd., to engage in manufacture under Falk patents and on Falk gear cutting machines. This opens up to Canadian industry better methods of power transmission and brings the same advantages that United States industries have experienced in the remarkable efficiency of Falk Gears, Speed Reducers and Couplings.

### High Torque Motors Permit Large Savings.

Savings estimated at approximately \$100,000 are expected by the Philadelphia Grain Elevator Company as the result of the installation of high-torque, high-reactance, squirrel-cage induction motors for driving the machinery of its new export grain elevator at Port Richmond, Philadelphia. These savings will be brought about by obviating the over-motoring necessary when using standard squirrel-cage induction motors as has been customary in the past.

The new elevator has a capacity of 2,500,000 bus. and is located at the Port Richmond export freight terminal yards of the Philadelphia & Reading Railroad, Philadelphia. It was designed by the Fegles Construction Co., and S. T. Wagner, Clark Dillenbeck and F. P. Jasperson of the Philadelphia & Reading Railroad were the engineers. The motors and control equipment were furnished by the General Electric Company.

The various motor applications throughout the elevator require a total of approximately 5,000 horsepower. The usual custom in the past has been to use the standard type of squirrel cage induction motor for the various drives, but these motors require the use of compensators to limit the inrush current and the use of compensators reduces the starting torque to an extent where it is necessary to over-motor in order to produce the necessary torque for starting the heavy loads found in this type of application. It is conservatively estimated that, using standard squirrel-cage induction motors, a total of approximately 7,500 horsepower would be required for driving the machinery of this elevator.

By choosing high-torque, high-reactance, squirrel-cage induction motors for these applications, it was possible to eliminate the necessity for compensators and thus motor very closely to the actual horsepower requirements. The actual installation involves a total of 164 standard and double squirrel cage, 440 and 2200-volt induction motors, ranging in rating from ¾ to 200 horsepower.

Another innovation in grain elevator practice is the use of solenoid brakes instead of mechanical "backstops" on all the elevator legs. A total of 24 of these brakes is used on motors rated from 35 to 200 horsepower. The installation is claimed to be the most up-to-date and best equipped elevator of its kind, and is expected to handle grain faster than any other installation in this country.

**The Cornstalk Products Co. of Danville, Ill.**, will be in a position to use approximately 40,000 tons of corn stalks from this year's crop, according to recent dispatches. Printing paper, rayon silk, and a line of a dozen or more products will be made from the pulp, which will bring between \$3 and \$5 a ton, it is understood. At least the farmers will have some inducement to remove the habitat of the corn borer.

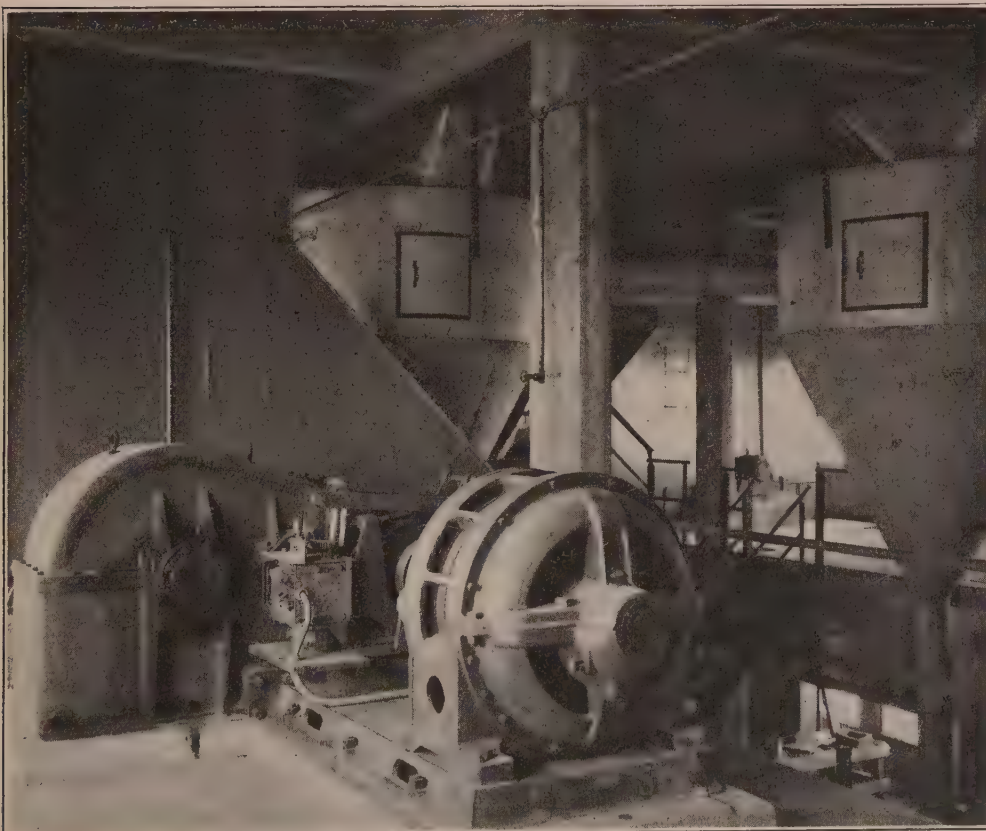
### Court Deliberating in Rate Basis Case.

A permanent injunction was applied for by the St. Louis & O'Fallon and the Manufacturers Railway to restrain the Interstate Commerce Commission from enforcing its order for the recapture of excess earnings under the recapture clause of the Transportation Act of 1920 which was taken under advisement by the federal court after hearing the arguments of both sides on Oct. 5, 6, and 7. It is expected that the court's decision will be rendered before Dec. 10.

Originally the S. L. & O'F. R. R. Co. asked that the "present investment" valuation fixed by the I. C. C. be set aside and a "replacement" valuation ordered as the basis for making rates, however, the court and the carrier seemed to have different ideas on this matter judging from the adverse decision rendered. As stated in the last number of the *Journal*, a contrary decision would have given all railroads in this country a basis for greatly increased rates on grain and grain products, etc.

Discussing this case in its current issue, the *Railway Age* says,

The courts first held that the rates of railways were subject to public regulation. There was then soon raised the question as to how far such regulation could be carried. The reasoning of the courts in answering the question was simple and clear. Railways, they reasoned, are subject to regulation of their rates, but they are private property. Such property cannot be taken for public use without just compensation. Just compensation is payment of its present value for property, and to regulate railways so as to prevent them from earning a fair return upon the present value of their property would be indirectly to confiscate them. This was the recognized law of the land when the railroad valuation law was passed and the work of making a valuation was begun. Now the Commission says that what the railways should be allowed to earn is the amount required to enable them to raise adequate capital. Obviously, if this is the correct legal principle, there is no need whatever, and never was, for a valuation as a basis for the regulation of rates.



3-Phase, 60-Cycle, High Torque Motor with Solenoid Brake, Driving 15,000-Bu. Receiving Leg in Port Richmond Grain Elevator, Philadelphia.



## Grain Carriers

There are 234,942 miles of Class 1 railroads and 15,596 miles of Class 2 railroads in the United States.

The National Industrial Traffic League will hold an annual meeting at the Palmer House, Chicago, on Nov. 16 and 17.

Washington, D. C.—Commissioner Hall of the Interstate Commerce Commission has advised President Coolidge that he wishes to retire.

Minneapolis, Minn.—The Minneapolis Grain Shippers Ass'n held its monthly meeting Oct. 7. B. H. Meyer, Interstate Commissioner, gave an interesting address.

Chicago, Ill.—T. Park Hay, district traffic manager of the U. S. Shipping Board here, has been transferred to the London (England) office of the U. S. Fleet Corporation.

Kansas City, Mo.—Boyce Allen becomes assistant to Donald C. Washburn, manager of this office for the United States Shipping Board, on Nov. 15. Mr. Allen is of Carrollton, Mo.

Crookston, Minn.—William B. Geery, governor of the Federal Reserve Bank of Minneapolis, was appointed chairman of the finance and credits com'tee of the Northwest Shippers' Advisory Board, when that group met here on Oct. 25.

Kansas City, Mo.—Efforts to revive marine transportation on the Missouri River are being exerted by local grain and flour men. The Missouri River Navigation Ass'n is urging the extension of the government barge line to this market.

Quebec, Que.—An Italian freighter, "Vulcano," sank in the St. Lawrence River just below here on Oct. 18, following a collision with a French bottom. The Italian vessel was bound for Italy from Montreal with a cargo of grain aboard.

Australia has announced its intention to sell a losing line of steamships. The Bruce government, with its seat at Canberra, advised the press the Commonwealth Line lost them almost a million dollars for the seven months ending Mar. 31.

In 1924, the net ton-miles per car day was 471; in 1926, this figure was raised to 532 net ton-miles per car day, due to the more efficient use of equipment, less congestion at terminals, increased loadings per car, and the co-operation between shippers and carriers.

New Orleans, La.—Two Minnesota Commissioners of the Minnesota Railroad and Warehouse Commission conducted an investigation here on Oct. 26 to determine whether grain shipped from Minnesota to New Orleans by barge is affected by moisture.—P. J. P.

Wichita, Kan.—Increases of from 10 to 51 per cent in railroad rates for mixed feed within the state of Kansas, as proposed by the carriers, was protested by the Wichita Chamber of Commerce in a hearing Oct. 17, held before the Kansas Public Service Commission.

St. Louis, Mo.—A program for adequate expansion and development of northern rivers as commercial carriers is to be worked out this month by several hundred Upper Mississippi River business men who are barge line shippers. An increase in equipment of the barge line will also be urged, present handling and carrying facilities being inadequate in face of load offerings.

Lincoln, Neb.—The Nebraska State Railway Commission on Nov. 2 granted authority to the Burlington Railroad to extend its switching track at Beatrice to include four new industries on its tracks. The company was also authorized to reduce its rates on wheat and corn to 2 and 1½ cents, respectively, from Henry, Neb., to Omaha.

Application of the Inland Waterways Corporation for a joint rail and water rate has met the opposition of Philadelphia shipping interests on the ground that operation of this subsidized Government line (Mississippi Warrior Barge Line) diverts traffic from the east. The eastern railroads are unable to meet the barge line rate.

The Canadian Pacific Railroad is soon to add five new modern cargo vessels to its fleet, to be run in service between Montreal, London, and Continental ports. The C. P. R. is already one of the greatest ship owners in the world, having vessels both on the Atlantic and the Pacific.

Boston interests put up strong arguments before the U. S. Shipping Board last month for the restoration of ocean freight rate differentials in effect at this prosperous New England port prior to the War. Boston is nearer Europe by a day's distance, and with the aid of more favorable differentials could make a strong bid for at least a portion of the export business now going to New York City.

Record loadings of grain were reported on the lines of the Canadian National Railway on Oct. 24, when 1,975 cars were loaded for shipment. Some 3,876,781 bushels of grain were hauled in from farms to elevators, to be held until shipment was possible, on Oct. 19. This was just what was reported along the lines of the Canadian Pacific Railway alone, and is said to be the greatest grain movement to handling points in history.—P. J. P.

Washington, D. C.—In a decision given Nov. 3, the Interstate Commerce Commission ruled that its power extends only to the points of protecting interstate commerce from discrimination and that when rates discriminate against state traffic it is the duty of the State Commissioners to apply the remedies. This ruling is in effect a voluntary limitation by the Commission of its own powers. Under the ruling, the Commission hereafter will refuse to consider rate cases based on charges that interstate rates are so low compared with commerce moving wholly within the state as to constitute discrimination.

Think of public teachers who say that the farmer is ruined by the cost of transportation, when they mean that he cannot make any profits because his farm is too far from the market, and who denounce the railroad because it does not correct for the farmer, at the expense of its stockholders, the disadvantage which lies in the physical situation of the farm! Think of that construction of this situation which attributes all the trouble to the greed of "moneyed corporations"! Think of the piles of rubbish that one has read about corners, and watering stocks, and selling futures!—WILLIAM GRAHAM SUMNER, in "What Social Classes Owe to Each Other."

The Sante Fe in a recent supplement stresses the following qualifying regulation on "Overloaded Cars": When cars are overloaded by shippers, carriers may transfer the lading, for which transfer a charge of 1 cent per bushel will be assessed, in addition to any switching charges which may be necessary in accomplishing the transfer. In applying this "Note," a car is to be considered overloaded only when loaded in excess of the maximum load limit markings, if any, on the car, or, in the absence of such markings,

Why cannot American railroads engage in ocean transportation the same as the Canadian railroads do, Edward N. Hurley, former head of the Shipping Board, has suggested. He offered it as a likely solution to the problem of maintaining a successful American merchant marine and of getting the present foundering shipping business out of the hands of the Government and into private business channels. The railroads are already in the transportation business, so why not let them extend into shipping? Why can't the American railroads make a success of the shipping business if a Canadian railroad can?—Chicago Tribune.

Chicago, Ill.—Hearing on Docket 17000, the grain and grain products rate structure investigation being conducted by the Interstate Commerce Commission in compliance with the Hoch-Smith Resolution, was concluded in Minneapolis last week, to be subsequently continued here within a short time. Following the hearing here, another is to be held on the Pacific Coast. A decision is expected in May. The case was first opened in Dallas, Tex., last May, carried from there after a short interval, to Wichita, Kan., and thence to Minneapolis. The outcome materially affects the future of the grain trade in certain localities.

Suit for recovery of \$16,452 war taxes paid on foreign-bound wheat shipments between Aug. 1, 1920, and Jan. 1, 1922, was commenced in the federal court of Portland (Ore.) by Balfour, Guthrie & Co. As published on page 367 of the Sept. 25 number of the Journal, Kerr, Gifford & Co., Inc., were awarded a decision in the federal court here and judgment against the Collector of Internal Revenue for \$65,365, the full amount sought in a similar suit for a refund of the taxes paid under protest on wheat shipments made between Aug., 1920, and Jan., 1922. Kerr, Gifford & Co. maintained that the shipments were not subject to tax, being in effect continuous export moves from the time they left the points of origin, regardless of storage or transfer at Portland or Astoria, Ore.

Mobile, Ala., Oct. 15.—A full cargo of grain went from this port this week in a Japanese vessel destined for Antwerp. This is the first full cargo ever to be shipped from this port, and it amounted to 7,500 tons. Grain in parcel lots has been shipped out of Mobile for a number of years, thru the elevator at the Mobile & Ohio docks. Unfavorable rates and inadequate handling and storing facilities have in the past eliminated the possibility of attracting large quantities of grain to Mobile for export. The Alabama State Docks Commission has made provision for expanded elevator service to encourage this movement. The Frisco and the Burlington have made plans for entering Mobile within the past two months, and local interests are encouraging the Mobile & Ohio road to expand its facilities also.

Fort Churchill, Man.—Construction work on the Hudson Bay Railway is being pushed toward Fort Churchill; the bridge across the Limestone River, from which point the line diverges to said port, has been completed, and a start made in clearing, grading, and ditching the line, according to Consul R. R. Winslow, Winnipeg. It is expected that work will continue until about the first of December. Thirteen-hundred men were engaged during the past summer ballasting and putting into shape the line from The Pas to "Mile 350," the present end of steel. It is not expected that the road will be in operation before the fall of 1929, at the earliest, and will probably not be ready to handle grain for export to the foreign trade until 1930. This route, when completed, will be 600 miles shorter from Winnipeg, and 1,000 miles shorter from Edmonton, than the Montreal route.



**Threshing** is added to the transit privileges by T & P Transit Tariff No. 121-D, I. C. C. 3044 effective November 17, 1927, Supplement 22.

**The Rock Island** will publish the MKT Forgan rate on grain to Northern and Eastern points from Forgan, Turpin and Baker, Okla. This will result in a reduction of from 5 to 5½ cents from the present rate at Floris. Turpin and Baker. Shipments to be routed in connection with the Rock Island via Hooker.

**Cars loaded** with grain and grain products during the week ending Oct. 22 totaled 60,378, an increase of 6,063 cars above the same week in 1926 and 11,954 cars above the same week in 1925. In the western districts alone, loadings of grain and grain products totaled 43,343 cars, an increase of 6,136 cars above the same week last year.

**A hearing** will be held at St. Louis by the S. W. Freight Bureau, under docket No. 429, on "Grain, from points in Texas to New Orleans, La. To establish a rate of 52 cents per 100 pounds on flour, wheat and articles taking same rates, the rate of 47 cents on corn and articles taking same rates, minimum weight as per S. W. L. Tariff 23-X, to P. & S. F. Ry. stations, Magoun, Tex., to Spearman, Tex., incl., to New Orleans, La."

**New freight cars** installed on the lines of Class 1 railroads in the first nine months this year totaled 58,705, which was a decrease of 26,578 cars compared with the number placed in service during the corresponding period last year. The railroads on Oct. 1 this year had 14,833 freight cars on order compared with 16,846 on the same date in 1926. This includes new and leased equipment. On Oct. 15 Class 1 railroads had 153,317 surplus freight cars in good repair and immediately available for service. This was an increase of 10,639 cars compared with Oct. 8, at which time there were 142,678 cars. Of this number, 83,664 were box cars, with an increase of 7,017 for the same period. Freight cars in need of repair on Oct. 1 totaled 137,571 or 6 per cent of the number on the line, a decrease of 4,340 cars under the number reported on Sept. 15, and a decrease of 11,507 cars compared with the same date last year.

**Traffic thru the Panama Canal** during the month of October broke all previous records. A total of 567 vessels passed through, paying tolls of \$2,380,115. The next previous record for the canal was in August of this year, when 543 vessels were transited and fees of \$2,335,729 were collected. Tolls collected for the six months from May to October, inclusive, totaled \$13,200,553. Congressman Martin B. Madden of Illinois has announced after careful investigation that the United States must spend approximately \$110,000,000 on the canal in the next few years, the growth of traffic making it imperative that a new storage reservoir be created and that the locking facilities be doubled. The money of the middle west helped pay for the canal, the tolls of which are so low, favoring the seaboard shippers, that they do not even pay interest on the investment.

**Locomotives** in need of repair on Oct. 1 established a new low record, totaling 8,345, or 13.6 per cent of the number on line. This was a decrease of 157 locomotives under the best previous record which was established on Sept. 1 of this year, at which time there were 8,502, or 13.9 per cent. The number of locomotives in need of repair on Oct. 1 was a decrease of 618 compared with the number of such locomotives on Sept. 15, at which time there were 8,963, or 14.7 per cent. Class 1 railroads on Oct. 1 had 5,730 serviceable locomotives in storage compared with 6,031 on Sept. 15. Locomotives placed in service in the first nine months of 1927 totaled 1,476, of which 177 were installed in September. In the first nine months last year, the railroads placed in service 1,664 locomotives. Locomotives on order Oct. 1 this year

numbered 134, compared with 443 on Oct. 1 last year. These figures as to locomotives include new and leased equipment.

**Port Colborne, Ont.**—All previous records for grain traffic thru the Welland Canal were shattered during the month of October, according to figures available which show that 31,012,153 bushels of grain were carried thru the Canal enroute to Montreal and foreign points. These figures bring the total grain movement thru the Canal for the year up to 154,162,572 bushels. In 1925, the previous high year, less than 135,000,000 bushels were carried through. Wheat was the heavy commodity of the October shipping, a total of 22,002,780 bushels being carried through, or the greatest volume that ever passed thru in a single month in the history of the Canal.

## New South Wales to Erect Six Wheat Elevators.

BY E. C. SQUIRE, AMERICAN TRADE COMMISSIONER AT SYDNEY.

Six elevators, each with a capacity of 150,000 bus., are to be put into use for the coming harvest. Two other plants, each with 30,000 bushels capacity, are also to be operated in the coming season.

All of these plants have been constructed on a new design, which provides for the construction of the bins in square formation, with the small working house, machinery, and scales all centered in each plant. This enables the grain to be elevated more economically and efficiently to all the bins than in the case of bins in rows, along the top of which is the belt conveyor.

Altho the wheat harvest in New South Wales, Australia, will be considerably reduced owing to the unfavorable season, the Government has been speeding up the construction of these wheat elevators and other arrangements for increased facilities for bulk handling of grain.

It is stated that 70 per cent of the wheat delivered at elevator railway stations has been placed each season in the elevators, the remaining 30 per cent having been represented by bagged wheat sold to flour millers and low grade grain rejected at the "silos" or grain elevators. Of the wheat exported this season from Sydney 50 per cent has been in bulk.

Wheat buying firms, it is stated, prefer, where possible, dealing in bulk rather than bagged wheat, as bulk wheat relieves them of much responsibility from losses, which are more or less inseparable from the stacking, protecting and transport of bagged wheat.

## Efficient Use of Railroad Equipment Speeds Crop Movement.

Time was when the primary complaints as to railroad service had to do with the furnishing of freight cars, the extreme shortage thereof every fall and winter being as certain as the production of the crops. Many causes contributed to this car shortage: congestion at terminals causing delay, insufficient number of cars, poor car repair work, insufficiency of motive power, and underloading.

The railroads are to be heartily commended for the effort they have made to remedy this condition. Large sums of money have been expended for equipment and additional terminal facilities. There has been a marked reduction of unserviceable equipment of all kinds. Co-operation of carriers and shippers, and the work of the Regional Advisory Boards has been of great benefit in bringing about equitable distribution of cars, expediting unloading, and loading to greater capacity.

The more efficient use of equipment is reflected in the increase of net ton-miles per car day, from 471 in 1924 to 532 in 1926. Not since the shopmen's strike in 1922 has there been a serious car shortage.

## Rate Investigation to Be Broadened.

The scope of the grain and grain products rates investigation now in progress under authority of the Hoch-Smith resolution (1925) and known as Docket 17000, is to be broadened to include exhaustive hearings on grain and grain products rates in Southern, the Southeast and Mississippi Valley Territory. Dates and places of hearings to be conducted therefor will be published later.

Under this broadened program to be known as Part 7, Section A, the following cases will be heard: No. 15026, Oklahoma Miller's League vs. A. & M., et al.; No. 15784, Miller-Wilson Grain Co. vs. A. & V., et al.; No. 15784 (Sub No. 1), The Blair Elevator Corp. vs. Illinois Central, et al.; No. 17662, Louisville Board of Trade vs. A. & R., et al.; and I. & S. Docket No. 2914.

**A great number** of mechanical corn pickers are being used in Minnesota, Nebraska, Iowa and South Dakota this year, compared with other years.—A. G. T.

## HESS PNEUMATIC GRAIN DRIERS

*Used everywhere—*

## NONE BETTER

For twenty-five years this drier has led all others in efficiency, economy and convenience. Made in various sizes, suitable for all grain drying needs. Tell us your wants.

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1207 So. Western Ave.

CHICAGO

Hess Drier Company of Canada, Ltd.

Theodore Kipp, Mgr.

68 Higgins Ave.

Winnipeg, Manitoba



## Feedstuffs

**Kokomo, Ind.**—A chicken mash feed mixing machine has recently been installed by W. E. Hayes.

**Stockton, Calif.**—The Center Street Feed & Barley Mills recently passed from T. J. Keys to J. Lanch, who will operate same.

**The Josey-Miller Co.**, Beaumont, Tex., has filed trademark Ser. No. 201,613, the word "IDEAL," particularly descriptive of chicken feed.

**Greenwood, Ind.**—A livestock feed department was recently inaugurated by the Hoosier Mineral Feed Co., in charge of J. R. Riddle.

**Kansas City, Mo.**—The Pioneer Feed Mills, Inc., has been chartered by J. E. Hickman, P. R. Pearls and J. C. McClure.—P. J. P.

**Murfreesboro, Tenn.**—A \$25,000 feed plant is to be built here from the funds raised by popular subscription to a municipality supported stock organization.

**Hiawatha Grain Co.**, Minneapolis, Minn., has filed trademark Ser. No. 246,282, the word "HIAWATHA," as being particularly descriptive of animal feeds.

**Molony & Carter Co.**, Charleston, S. C., filed trademark Ser. No. 253,430. The mark consists of the representation of a shamrock over the words "DAIRY FEED."

**Oswego, N. Y.**—Theodore Holmes and Pearne Watkins of Cortland, N. Y., have taken over the feed milling business formerly conducted by and under the name of Dean & Butcher.

**East Chicago, Ill.**—Joseph Hartley & Sons Co., feed dealers, have incorporated with a capital of 1,000 no par shares. Incorporators are Joseph, Sr., George H., Joseph, Jr., and John D. Hartley.

**Big Spring, Tex.**—The surplus of grain sorghums in Howard county has reached such proportions that the local Chamber of Commerce is considering establishing a feed grinding plant to increase consumption.

**Oak Harbor, O.**—George Forrester, formerly with the Kasco Milling Co. of Toledo, O., is now associated with the Emery Thierwechter Co., here, and will be in charge of the by-products merchandising department.

**Toledo, O.**—The Recksteiner Co. has moved its headquarters here from Columbus, O. A. H. Recksteiner, pres. of this mill-feed and flour brokerage concern, moved from Cleveland to Columbus several years ago.

**Memphis, Tenn.**—John B. Edgar, president of the Happy Feed Mills, Inc., and a very active worker in ass'n activities, past president of the Southern Mixed Feed Manufacturers and now a member of the Executive Com'te of this and the American Feed Manufacturers' Ass'n, is regaining his health at Biloxi, Miss.

### Domestic Exports of Feeds.

Domestic exports of feedstuffs during September, 1926, compared with September, 1927, and for 9 months ending with September, are reported by the Bureau of Foreign and Domestic Commerce, in short tons, as follows:

	September 1926	September 1927	9 months ending September 1926	9 months ending September 1927
Hay	756	1,434	11,255	10,673
Cottonseed cake	10,948	24,094	145,099	190,666
Linseed cake	22,452	26,462	216,731	247,803
Other oil cake	145	427	5,859	8,287
Cottonseed meal	10,801	2,212	61,931	88,932
Linseed meal	1,676	26	5,294	5,269
Other oil meal	42	43	767	1,097
Bran, etc.	630	307	3,200	4,941
Screenings	17	138	3,016	1,996
Other mill feeds	629	2,481	3,312	16,832
Prepared feeds	1,480	4,945	13,104	46,442

**Milwaukee, Wis.**—The Central Retail Feed Ass'n has started a plan of organizing the dealers to bring about closer co-operation. Meetings have already been held at Neillsville, Wausau and Tomah. One will be held at Fond du Lac on Nov. 17 and Madison on Nov. 22.

**Auburn, Wash.**—Fred A. Holm has bought out the Olympia Feed Co., and will hereafter operate the institution as the Auburn Feed Co. C. E. Rathke was the former proprietor. William Alberts will become resident manager for Mr. Holm, who resides in Olympia.

**Fairbury, Neb.**—The Fairbury Alfalfa Mill suffered a loss estimated at \$3,000 when 15,000 sacks and a part of the building were destroyed by fire, believed to have been due to spontaneous combustion, so common in this commodity. About five years ago the mills were completely destroyed by fire.—P. J. P.

**Monterey, Mexico.**—The Quaker Oats Co. will very shortly complete the erection of an ultra-modern 200-bbl. oat meal milling plant here, equipped with the latest type and design in machinery. This branch will be placed in operation about the first of this coming month, and the output will be merchandised thruout this country.

**Minneapolis, Minn.**—The regular monthly meeting of the Northwest Cereal Chemists' Club met Oct. 28. The analyses and protein content of the spring wheat crop held the attention of those present. Preparatory arrangements for the annual convention to be held here in June were also reviewed. Fitting tribute was accorded the late Dr. Harry Snyder, noted cereal chemist.

Even tho we may eventually definitely prove that charcoal or sand, or material of like nature is of benefit in pig nutrition, the proven high value of calcium carbonate, bone products, potassium iodide, salt and other time-tried and time-honored substances should not be disregarded. It is possible that there are wide variations from the nutritional viewpoint in different substances ordinarily designed as sand, hence much caution must be exercised in this whole "sand matter." If a certain kind of sand, such as we are using, proves to be of definite merit then it may be that its inclusion in the mineral mixtures as now suggested may be the practical thing. We are reminded in this connection of the admonition of one of our national characters which is: "This is a time for us to keep our shirts on and not get excited." The fact that charcoal showed up well in this experiment suggests the possibility of the farmer being right in persisting in charcoal feeding, this regardless of the opinions of some scientists to the contrary. The farmer believed for decades that yellow corn was superior to white under some conditions, and in that respect he has been vindicated. The "charred cobs showing" also points to the universally good judgment backing up some of the practices of the pig raising fraternity.—Lft. 5, Ia. Agr. Exp. Sta.

### Feed the Soft Corn on the Farm.

Ohio farmers are confronted with the problem of handling an unusually large amount of soft corn this year. The crop was later than for many years and in parts of the State was caught by early frost.

Much of the corn is likely to run 30 per cent or more moisture at cribbing time. L. E. Thatcher, associate agronomist, Ohio Experiment Station, states that this will make it difficult to avoid large losses in storage, as immature corn cannot be safely cribbed if it contains more than 25 per cent moisture.

Careful sorting is the rule on most farms, and the soft corn is fed to livestock, starting them on it gradually. The dry matter in soft corn has almost as much feed value as that in mature corn. In feeding tests at the Illinois Experiment Station it was found that soft corn carrying 30 per cent moisture is worth 82 cents a bushel in comparison with corn carrying 14 per cent moisture at \$1.00 a bushel. About 10 or 20 per cent more protein should be fed with the soft corn for best results.

If soft corn must be cribbed, the losses from spoilage may be reduced by salting. The usual rate is about 1 pound of salt to 100 pounds of ears, or 10 quarts to a 30-bushel wagon load, sprinkled on the corn as it is cribbed. Salting, however, is not sure to prevent all loss in warm weather.

Inexpensive homemade ventilators in the crib, such as drain tile or slatted conduits made of wood, will hasten drying. The ventilators are placed about three feet apart or closer if the corn is very green and should connect with the outside so that a draft of air will be carried through the corn.

### Adulteration and Misbranding

**Betta Seed Mill, Inc.**, Jackson, Miss., shipped 400 sacks of misbranded cottonseed meal into Louisiana labeled "Manufactured By the Buckeye Cotton Oil Co.," etc., which was excessive in fiber content, according to federal testimony on Feb. 24, when costs and the execution of a \$680 bond was imposed, conditioned in part that it be relabeled to conform with Government analysis.

**A. W. Scott Co.**, San Francisco, Calif., shipped 300 sacks of adulterated and misbranded alfalfa leaves and blossoms—poultry greens—into Oregon, deficient in protein and with excessive fiber content, according to federal allegations on Apr. 11, when costs and the execution of a \$100 bond was imposed, conditioned in part that it not be sold or otherwise disposed of contrary to law.

**The Sturges Co.**, Meridian, Miss., shipped 120 sacks of adulterated and misbranded feed into Alabama, per federal testimony introduced Mar. 16, when costs and the execution of a \$500 bond was imposed, conditioned in part that it be shipped back to Meridian, Miss., to be reworked and reconditioned, and that it not be sold or otherwise disposed of until all Government requirements had been complied with. The weight, protein and fiber content were in dispute.

**Planters Cottonseed Products Co.**, Dallas, Tex., shipped 160 sacks of misbranded cottonseed meal, 780 sacks of misbranded cottonseed cake, and 860 sacks of misbranded cottonseed screenings into the state of Kansas, all deficient in labeled protein content, according to federal charges on Jan. 8, when bonds totaling \$2,000 were executed for the release thereof, conditioned in part that they not be sold or offered for sale in violation of the law. These products were labeled Chickasha Cotton Oil Co., Kansas City, Mo., protein not less than 43 per cent.

### Feed Movement in October.

Receipts and shipments of feedingstuffs at the various markets during October, as compared with October, 1926, in tons, were as follows:

	Receipts 1927	Receipts 1926	Shipments 1927	Shipments 1926
Chicago	113,203	15,572	42,756	40,159
Cincinnati	600	2,010	...	...
†Kansas City	5,420	9,560	16,200	15,320
Milwaukee	7,212	2,560	9,598	8,610
Peoria	31,160	26,900	38,146	33,229
†New York	80	550	15	35

†Bran. †Shorts.

## MINROL-PROTIN

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An interesting and informative bulletin is yours for the asking. It contains valuable formulae.

The Concentrate Products Co.  
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## From Burr Stones to Hammer Mills.

In the olden days when burr stones were in vogue hundreds of burr mills were shipped from the factory of the Bauer Bros. Co., the business having been founded way back in 1878. During the period when rolls were in fashion for feed grinding the company met this demand, and later when plate or disc mills were extensively used they continued to supply the trade with the well known Bauer Ball Bearing Attrition Mill.

Carrying out its aim to supply such machines as may be demanded to meet changes in milling methods deemed desirable by the progressive spirit of the age the company decided to design a hammer mill. Its engineers were instructed to build a machine which must not merely be as "good as the rest" but "better than the best" and to be otherwise of a grade to maintain "Bauer" reputation and service. After many months of engineering research and endeavor there is presented the "Bauer" Hammer Mill. (The first "Bauer" Mill of the hammer type was built in 1913.)

The shaft, of superior grade steel, operates in ball bearings. The body of the machine is of thick sheet steel thruout, renewable linings being placed on the interior at such points where the wear may be greatest. Thus the machine is practically indestructible, the hammers being cast of special alloy steel to withstand wear.

The steel fan is cast in one piece and is an integral part of the mill. The air ducts to and from the fan are of the same heavy sheet steel as the main body of the mill, all joints being welded.

Each machine is equipped with a dustless cyclone-collector, thereby eliminating the annoyance of dusty conditions both in the grinding room and outside the building. Bauer Bros. have built cyclone collectors for the past 35 years, consequently have had much experience in that line. The hammer mill cyclone collector is the sum of their entire experience.

This "Jubilee Machine" is the "Bauer" hammer mill. It is designed and built with the care and precision characteristic of "Bauer" mills which are so well known thruout the trade. There are no "freak" features in it whatever.

**Economical use of grain for cattle feeding** is not necessarily dependent on limiting the ration. Feeding large quantities of grain may be the most economical method. Six consecutive trials have shown greater profit from cattle fed corn according to appetite than from cattle fed a half feed of corn. Six trials have shown more economy by feeding no corn than by feeding a half feed of corn to two year old steers receiving cottonseed meal, corn silage and clover hay. Feeding corn during the last half of the feeding period proved more economical in some trials than full feeding during the entire period. The result of all trials at the Purdue University Agr. Exp. Sta. at Lafayette, Ind., shows a full feed of corn to be most profitable; full feeding during the latter part of the period second in point of profit, no corn third and half feed of corn during the entire period least efficient of the four methods of feeding tried. These trials indicate clearly that if the amount of corn to be fed is limited, it is better practice with two year old cattle to withhold corn during the early part of the feeding period and full feed during the latter rather than offer a limited ration of corn during the entire feeding period. They also show that the feeding of grain to two year old cattle is more profitable than feeding no grain.—Bulletin No. 265.

**Grasshoppers** have done considerable damage thruout the Southwest, according to prevalent reports. The young wheat plants have been their prey, this extended warm weather adding days to their ravaging activities.

## Accuracy in Mixing Feeds.

A. F. Seay, when addressing the Southern Feed Manufacturers Ass'n recently, said:

We find that due to the fact that feeders are not always accurate, we have chemical differences ever so often; that we must absolutely control our feeders. Because if we should make a mistake and put so much cottonseed meal in, over what we had agreed to use, it would do two things; we were putting in there more protein than the feed calls for and were using a high priced ingredient for which we were getting no return.

That has become so important in our business that we have a department that does nothing else than watch feeder controls. We have formula controls, as we term them, and we know every day just exactly how we stand on every product we make. I am not going to try to go into a lot of details on it, but I just throw that suggestion out to you, because I think if you would work out a scheme to check up your production daily, that you would be surprised to find some of the variations that occur.

One who has not made a study of it will be astonished to know the variations that occur. If you make a check-up once a month, in many, many cases they right themselves. But then you are up against this problem: You have your feed going out today with too much of something in it, and tomorrow too little. We have found from experience that is exactly what happened.

I don't believe that any manufacturer can deal in averages. My experience is, in our business, that we must know the cost of every operation. Now, certain operations cost more than others. And if you are going to sell scratch feed you are going to have an overhead cost on scratch feed that is probably less than it is on your mash feed.

Before taking action in regard to increasing the duty on corn, President Coolidge has announced he must await the report of the federal tariff commission, which is due about March. The Commission in turn will have to await giving any report until hearings on the matter are held, which will be towards the end of this year. Gov. Hamill of Iowa protested delaying these hearings until that time, and, with eleven other corn belt governors, also the governors of Maine and Con-

## Meeting of Farmers National Grain Dealers Ass'n.

Delegates from the state ass'ns to the Farmers National Grain Dealers Ass'n held a 2-days' convention at Chicago Nov. 8 and 9 that was very successful in point of attendance and business transacted.

Mr. Farmer of Pipestone, Minn., vigorously denounced both the over enthusiastic friends of the farmers and the self-seeking agitators whose promises if carried out would have made every farmer a millionaire.

The following resolutions were adopted:

### RESOLUTIONS.

#### Coal Rates to Northwest.

Whereas, The Interstate Commerce Commission has taken action adverse to the best interests of the Great Northwest in suspending tariffs of the N. & W., C. & O., and L. & N. Railroads, reducing freight rates on lake cargo movements of coal twenty cents per ton, and

Whereas, The I. C. C. has granted a hearing set for Nov. 16th at Washington, D. C., and for Minneapolis, Minn., Nov. 29th, be it hereby

Resolved, That the F. N. G. D. A. does enter its protest against the suspension of these rates and that we, as an association do intervene to obtain for our members the benefits of this reduction, which will mean approximately \$6,000,000 in coal bills to consumers served by Lake Cargo Dock Shippers.

#### Waterway Improvement.

We urge the early development of the contemplated waterway thru the continent from the Gulf of St. Lawrence to the Gulf of Mexico, and that each state hereby represented thru its State Ass'n, circularize its representatives in Congress to influence them in an effort to force early action in this matter as one of the most necessary items of legislation that will bring permanent relief to agriculture.

#### Shorthill for Interstate Commerce Commissioner.

We earnestly request the appointment of a man from the central west to fill the vacancy on the Interstate Commerce Commission, and respectively recommend J. W. Shorthill of Omaha as a man who is eminently qualified for the position and who would be entirely acceptable to agricultural interests of the territory covered by our ass'n because of his experience and understanding of transportation.

#### For Federal Grading.

We favor the amendment of the Federal laws to provide for the federal inspection and grading of grain and live stock in so far as is possible to apply it and we instruct our officials to work for the accomplishment of this end.

#### Buying Agencies.

That we recommend most heartily the efforts on the part of the State Ass'ns in establishing collective buying agencies.

#### High Tariff on Corn.

That we request early action on the part of President Coolidge in raising the tariff to the limit on corn imported into this country. That we are favorable to Congressional action on the importation of black strap molasses, used as a substitute for corn in the manufacture of industrial alcohol that will prohibit the use of that quality of molasses for such purposes.

#### Research Work on Co-operative Marketing

Resolved, That we commend the research work of the U. S. Department of Agriculture in the Division of Co-operative Marketing in its investigations of methods used and results obtained; we offer our co-operation and welcome the continuation of such work among the farmers elevators; we urge that this work be continued and extended and that poor methods and bad results, as well as good methods and good results, in farmers elevators and other co-operative marketing organizations be given publicity; and we request that the Department give out more information on the results of co-operative marketing based on its own research work in this and other countries.

The Northern Hemisphere wheat crop outside of Russia and China, according to estimates received to date, is about 180,000,000 bushels greater than last year. The increase, however, probably will be offset to some extent by reductions in supplies from Russia and Argentina. Estimates from 35 countries which in 1926 produced more than 95 per cent of the Northern Hemisphere crop outside of Russia and China total 3,086,000,000 bushels as compared with 2,903,000,000 bushels last year, an increase of 6.3 per cent. While no definite estimates are available as to production in Russia and China, reports indicate that the wheat crops of Manchuria and certain other parts of China are better than last year, whereas the Russian crop is probably somewhat smaller than last year.—U. S. Dept. of Agriculture.

## GRAIN DRIERS

for

**COARSE GRAINS,  
SEED CORN,  
BEANS,  
PEAS, ETC.**

## ROTARY DRIERS

for

**MEAL, GRITS, STERILIZING PACKAGE GOODS, ETC., AND GRANULAR PRODUCTS OF ALL KINDS.**

*We would be pleased to correspond with you.*

## WILLEY-ELLIS CO.

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## Supreme Court Decisions

**Rejection of Shipment Damaged in Transit.**—Where a shipment is damaged to the extent that it is practically valueless, considering the expense of acceptance and use and the purpose for which it was intended, the consignee may reject.—*Crinella v. N. W. Pac. R. Co. District Court of Appeals, California.* 259 Pac. 774.

**Sales Manager without Authority to Close Contract.**—Where sales manager of company had no authority to enter into contracts of sale binding on company or waive provision of sales contract, letter signed by sales manager was insufficient as waiver by company of provision in contract requiring acceptance by officer before contract should become effective.—*Ralston Purina Co. v. Arthur. Court of Appeals of Georgia.* 139 S. E. 366.

**Thresher's Lien not Waived by Delivery at Elevator.**—The lessee under a cropper's contract, who threshes the grain raised in accordance with the terms of the contract, is entitled to a thresher's lien on all of the grain so raised, irrespective of any contract between his landlord and others to which the lessee is not a party, and does not waive his lien by delivering the grain at an elevator as required by his contract, even though this results in a commingling of grain.—*Blank v. Fenton. Supreme Court of North Dakota.* 211 N. W. 590.

**Failure of Seed Wheat to Germinate.**—Privity of contract between farmer and flour mill, in his buying through dealer seed wheat furnished by the mill, held under evidence for jury, though farmer paid the dealer therefor, including commission and hauling charge. In farmer's damage suit against flour mill for loss of crops due to failure of seed wheat to germinate, evidence that plaintiff destroyed germinating quality by treatment of wheat with formaldehyde solution, held to make question one for jury.—*Wilson v. Miller Flour Mills. Supreme Court of Washington.* 256 Pac. 777.

**Recovery of Excess Demurrage.**—Under St. 1925, §§ 195.17, 195.54, Railroad Commission had authority to investigate, hear, and decide that excess demurrage paid under straight demurrage rate over that which shipper would have been required to pay, had proposed average agreement been in force, was erroneous, and to make order permitting railroad company to refund excess. Order of Railroad Commission, authorizing railroad company to refund excess demurrage charges paid by the shipper over that due under proposed average agreement, did not deprive railroad company of right to have claims passed upon by courts, since, if carrier refuses to make refund, party aggrieved may maintain action in courts under St. 1925, § 195.54, and findings of commission are prima facie evidence only of truth of facts found by it.—*C. & M. & St. P. R. Co. v. Railroad Commission. Supreme Court of Wisconsin.* 215 N. W. 442.

**Invalid Regulation of Dealers' Profits by Government.**—Wool dealer, who received copy of regulations of War Industries Board and proceeded thereunder, held not to have agreed by such conduct to return to government excess profits in accordance with regulations. That wool dealer, after close of season's business, made report as required by regulations of War Industries Board, held not to estop him from disputing other provisions in regulations. Wool dealer, continuing in business after regulation of industries by War Industries Board, properly defended action against them for excess profits, and need not have sought injunctive relief when regulations issued. Requirement in regulations of War Industries Board that wool dealers surrender excess profits to

government, being in nature of penalty, is invalid, as being beyond power of board. One cannot by agreement subject himself to payment of penalty for something he may hereafter do.—*United States v. McFarland. U. S. Circuit Court of Appeals.* 15 Fed. (2d) 823.

### Seed Testing Tolerances.

Under the most perfect and approved conditions of testing seeds, variations will occur in purity and germination tests. For this reason the Ass'n of Official Seed Analysts has adopted tolerances or allowances for purity and germination tests. Samples of seed with a guaranty within the tolerance are not considered to be seriously misbranded under the provisions of Indiana seed laws, but seed dealers are expected to change the guaranty on the unsold portions to correspond to the analysis found by the Seed Commissioner.

Percentage of allowable variation is scaled to the percentage of germination, viz., seeds with germination of 90-100 per cent and 0-10 per cent are allowed 6 per cent variation; 80-90 per cent and 10-20 per cent are allowed 7 per cent variation; 70-80 per cent and 20-30 per cent—8 per cent variation; 60-70 per cent and 30-40 per cent—9 per cent; and 40-50 per cent and 50-60 per cent germination are allowed 10 per cent variation.

In determining the tolerance for purity the sample shall be considered as being made up of two parts (1) pure seed and (2) everything not pure seed. The tolerance allowed shall be two-tenths of one per cent plus twenty per cent of the lesser part. Example: Seed marked 98 per cent pure, the lesser part is 100 minus 98 or 2. Twenty per cent of 2 equals 0.4. Therefore the tolerance allowed would be 0.2 plus 0.4 or 0.6.—Bulletin 302, Purdue University Agricultural Experiment Station, Lafayette, Indiana.

The proposed symposium on cereal chemistry planned by members of the Kansas City Protein Referee Board, which was to be conducted in conjunction with the November meeting of the Kansas and the Nebraska Cereal Chemists' clubs, at which time some of the most noted speakers on the subject were to appear, has been postponed until the fall of 1928.

Ohio farm real estate values are one point lower than the average for 1910 to 1914, according to a new series of index numbers by J. I. Falconer, chief of the department of rural economics of the Ohio Experiment Station. With the average value for the five years preceding the war placed at 100 for comparison, the present value is 99, or one point lower than the pre-war level.

A freak of the corn family is being exhibited at Yankton, South Dakota. This ear, which is from a common yellow dent variety, has been named "King of the House of David," because the kernels are completely covered with long, silky, reddish-brown whiskers starting at the stalk end of the ear and extending over the nub for two or three inches. The seed will be preserved to be planted, to determine whether or not this freak will reproduce in kind.—Arthur G. Torkelson.

## Seeds

**Malad, Ida.**—The annual state seed show will be held here from Dec. 14 to 16.

**Winchester, Tenn.**—The Collins Co. has ceased to function, owing to the ill health of its owner.

**Jacksonville, Fla.**—Kilgore Seed Co., incorporated; W. H. Reynolds and Francis Couillard.—P.

**Forsyth, Mont.**—Montana's State Corn and district seed exhibit is to be held here from Dec. 14 to 16.

**Ludlow, Ill.**—A building in which testing equipment will soon be set up has been purchased by the Seed Corn Ass'n.

**Milwaukee, Wisc.**—Our address now is 318 Pittsburgh Ave., the City Council changing street names here not so long ago.—Courteen Seed Co.

The Farm Seed Ass'n of North America is to be represented by two delegates at a joint seed conference to be held in Chicago, Ill., this coming December.

**Vancouver, B. C.**—An extensive provincial seed exhibit is to be displayed in conjunction with the annual Winter Show to be held at Hastings Park here, from Dec. 7 to 10.

**New York, N. Y.**—A. Kluytenaar has joined the seed brokerage house of Avery F. Payne & Co. here. He formerly was foreign department manager for the W. T. Rawleigh Co. of Freeport, Ill.

**Horace E. Conklin**, doing business as E. W. Conklin & Son, Binghamton, N. Y., has filed trademark Ser. No. 252,944, "PILOT," particularly descriptive of grass, field, and agricultural seeds and seed grains.

**New York, N. Y.**—Crawford, Keen & Co. became the name of Crawford, Hammond & Co., as of Oct. 22. Frank E. Crawford remains in charge here for this importing and exporting seed and cereal commission house.

**Sherburn, Minn.**—A seed drying and conditioning plant is being made ready by Everett Whitehead and Harry Clipperton. Corn drying racks are included in the improvements being wrought on a leased building here.

**Amarillo, Tex.**—Some Texas dealers in cane seed are said to be so disgusted with results that they are disposed to accept the advice of Harry S. Kearns and hereafter will specialize in Mexican Jumping Beans and Cactus Apples.

**Watertown, S. D.**—We will handle a complete line of field seeds, no grain outside of feed and seed grains. Will handle full line of coal, wood, potatoes and feeds. We have already erected fine coal sheds and will be interested in seed cleaning machinery a little later.—Acme Feed & Seed Co.

**Kansas City, Mo.**—The Western Seedmen's Ass'n will hold its customary fall meeting at the Baltimore Hotel here on Dec. 3. This one day session will be devoted to a short, formal program, the balance of the time being taken up in informal discussions. A good attendance is anticipated.—G. W. Cummings, Sioux City (Iowa) Seed Co., Sec'y.

**Brooks, Alta.**—Sales by the Grimm Alfalfa Seed Growers' Ass'n of Alberta have increased from 70,000 pounds of seed of the 1923 crop to 326,000 pounds of the 1926 crop. Membership increased during the four-year period from 88 to 195. The ass'n has built and equipped with special machinery its own cleaning plant.

**Sioux City, Ia.**—We are increasing our authorized capital from \$125,000 to \$500,000. We plan on selling an additional \$175,000 common stock and \$200,000 preferred stock.

### Grain Claims Bureau, Inc.

19 So. La Salle St.

Chicago, Ill.

A few dollars saved on legitimate freight claims is worth while; examination of old records costs nothing; charges are not to exceed 33% of amount saved; frequently less. 305 country elevator managers and owners have benefited thru this service, and it's worth a trial.

W. S. BRAUDT  
Pres. and Treas.

HARRY J. BERMAN  
General Counsel



We have had a substantial increase on our gross sales the past year, requiring more capital in our business operations.—L. G. Wertz, pres., The Wertz Seed Co.

**Hutchinson, Minn.**—Adequate seed corn storage facilities are soon to be available thru the efforts of W. D. Canning, who recently acquired the property of the idle Hutchinson Mill from Z. E. Balduc, and is conducting an alterations program to meet the needs of this community. Mechanical equipment is in the process of installation. The feed grinding unit of the mill will be continued as in the past.

**"Alfalfa seed made permeable by heat,"** by A. M. Lute (Science, 65 (1927), No. 1676, p. 166).—Application of moderate heat greatly increased the percentage of permeable alfalfa seed at the Colorado Experiment Station without appreciable reduction in the percentage of live seed. The best results have been obtained at 75 degrees centigrade (167 degrees Fahrenheit) for periods varying from 3 to 6.5 hours. Tests of heated seeds after 5 months' storage showed no loss of vitality.

**Fort Collins, Colo.**—The annual convention of the Colorado Seedsmen's Ass'n will be held here Nov. 15 and 16. The tentative program follows: "Aphids and Red Spiders and Their Control," Prof. Geo. List; "Co-operative Marketing," Prof. R. T. Burdick; "The Value of Seed Testing to the Retail Seedsmen," Miss Anna M. Lute, analyst; "Refunds and Adjustments," Harry Stocker; "Why Don't Seedsmen Get Rich?" Chas. I. Simpson; "Apple-sauce," J. D. Long; "What Can We Do to Move Shelf Warmers," C. R. Root; "How to Flatten the Peak," Frank H. Burton.

**The case of the Alfred J. Brown Seed Co. vs. Alfred J. Brown, T. Hershel Brown, Alfred J. Brown & Son, Inc., and the Brown Seed Store** has been decided by the Michigan Supreme Court in favor of the plaintiff and costs of both courts were charged against the defendants, Alfred J. Brown and T. Hershel Brown. The defendants must account for the difference paid for the retail store, \$6,156.71, and its value fixed by the court at \$15,000. Defendants are required to account for the money received as increased salaries. The defendant, T. Hershel Brown, is required to pay certain indebtedness to the company.

**Blackhull outyielded Kanred and Turkey** at the Fort Hays and Garden City stations of the Kansas Agricultural Experiment Sta-

tion, surpassed Turkey but yielded less than Kanred at Colby, and produced less than either at Tribune. It proved less resistant to low temperatures than the commonly grown strains of Turkey. The possibility of recurring severe winter losses does not recommend Blackhull for the northern, western, and especially the northwestern parts of Kansas. "Blackhull will perhaps prove to be the most satisfactory variety for limited areas in south-central Kansas, where a stiff straw and earliness are more important than ability to survive low temperatures."—S. C. Salmon, C. O. Swanson, and H. H. Laude (Kansas Sta. Bul. 241 (1927), pp. 24, figs. 3).

**Marquillo**, the new rust resistant wheat developed by the Minnesota Agricultural Experiment Station, will not be ready for distribution to the producers of the state until 1929, according to Andrew Boss, Director of the Station. The new wheat is a cross made at the University Farm between Marquis, the standard bread wheat of the Northwest, and Lumillo, a durum wheat. The cross has proved highly rust resistant and at the same time of good milling quality. Only about 125 bushels of seed will be available for the 1928 crop, and the Experiment Station officials believe that best results will be obtained if this seed is reserved and again grown on the Station Farms for another year. The cost of this seed will probably run about twenty-five per cent higher than that of ordinary seed.

## "Miracle" Wheat Fake Revived.

The rediscovery of 'Miracle wheat' by fakirs operating in Western Canada this season has prompted L. H. Newman, dominion cerealist of the Central Experimental Farm at Ottawa, Ont., to expose the swindle.

There has appeared recently in a number of leading agricultural papers an article entitled "King Tut's Wheat Grown in the West." The article refers to certain results obtained by a soldier settler living near Edmonton, Alta., and gives the impression that the wheat in question was discovered in 1922 in the tomb of King Tut-ankh-amen.

**Professor Newman says:** As a matter of fact the records show that this wheat was known as far back as 1840 when one enterprising gentleman offered heads at \$5 each.

The above variety belongs to the Poulard subspecies of wheat, being somewhat intermediate between the common and durum wheats. It has numerous aliases, the most common of which are Egyptian, Eldorado, Many Headed, Miracle, Mummy, Seven Headed and Alaska.

It has always been easy to interest people in this wheat owing to its branched head. If an unbranched head will yield so much surely a branched head will yield much more! While head for head this may be true, yet experiments have not shown that it holds good acre for acre. This wheat was probably introduced into North America from Europe or Egypt in Colonial days.

It was received by the Philadelphia Society for Promoting Agriculture in 1807, since which time it has appeared periodically under one name or another.

In 1908 the United States Department of Agriculture began an extensive investigation of this wheat, which investigation continued for several years. In the meantime it has been tried by farmers all over the United States, but it is not now grown anywhere as a commercial crop. The fact that it has never become established in spite of the remarkable advertising it has received is a good indication of its inferiority. Promoters, however, resurrect it periodically and, owing to its striking and unusual appearance, manage to sell it to the unsuspecting farmer at exorbitant prices.

The essential facts concerning Alaska wheat have been summed up very nicely in a bulletin published by the United States Department of Agriculture—Bulletin No. 357, 1916, P. 27—at the conclusion of extensive tests conducted at many points in the U. S., as follows:

(1) That it has been used in this country very often as a means of deceiving people and very seldom as a farm crop;

(2) That it has failed to produce even fair yields when tried in many parts of the country, and has never been known to produce extraordinary yields;

(3) That it is not a good milling wheat;

(4) That the branched head is not a sign of superior yielding power.

## Stack Burned Wheat.

While western Nebraska and eastern Colorado wallowed in one of its first good crops in many years, good judgment and buying ability among the grain dealers was never of greater importance. Even old timers among the farmers were unable to cope with the wet harvest weather and save their grain from damage. Much of the wheat was combined and delivered to the elevators so wet that it was dangerous to ship it any distance.

Many of the farmers stacked their grain ineffectively so that late threshings show a strong proportion of stack-burned berries. Heavy deliveries of this sort of grain caused big discounts to develop in the primary markets. Millers carefully avoid heat damaged wheat wherever possible.

A large part of the stack-burned grain is no doubt a result of failure on the part of the farmer properly to stack his wheat, referring to both the method and time of stacking.

In this connection attention is called to the case of one farmer in eastern Colorado who delivered several thousand bushels of fine dark hard wheat to his local elevator. His harvest conditions were the same as those encountered by other wheat growers who had to take heavy discounts. Yet this farmer delivered only a few loads of poor stuff. These came from the tops of the stacks.

The only reason he could give for having such fine wheat was proper stacking so that the grain went thru its sweat and properly cured instead of absorbing a great deal of moisture when the weather was wet.

**Pool promoters** and operators have oft been accused of having an interest in grain firms favored. This is not a new wrinkle. But of late one brazen pool manager boasts of the fact that he is interested in, as well as vice-president of, a grain and millfeed concern.

## Directory

### Grass and Field Seed Dealers

One line, one year (24 issues), \$10.00.

#### AMARILLO, TEXAS.

Hardeman-King Co., field seed merchants.

#### BALTIMORE, MD.

Wm. G. Scarlett & Co., wholesale and merchant.

#### CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

#### CONCORDIA, KANS.

The Bowman Seed Co., wholesale field seeds.

#### COUNCIL BLUFFS, IOWA.

Council Bluffs Seed Co., seed corn, nothing else.

#### CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.

#### FT. WAYNE, IND.

Wolf Seed Co., wholesale field seeds.

Kraus & Apfelbaum, field seed dealers.

#### INDIANAPOLIS, IND.

Indiana Seed Co., field seeds.

#### KANSAS CITY, MO.

J. G. Peppard Seed Co., field seed merchants.

Rudy-Patrick Seed Co., field seed merchants.

Tobin-Quinn Seed Co., Missouri Blue Grass.

#### LIMA, OHIO.

Ackerman Co., The, wholesale grass field seeds.

#### LOUISVILLE, KY.

Louisville Seed Co., clover and grasses.

#### MILWAUKEE, WIS.

Courteen Seed Co., field seeds.

Kellogg Seed Co., field and grass seeds.

North American Seed Co., wholesale grass & field seeds.

#### MINNEAPOLIS, MINN.

Minneapolis Seed Co., field seed merchants.

Northrup King & Co., field seeds.

#### ST. LOUIS, MO.

Cornell Seed Co., field-grass-garden seeds.

Mangelsdorf & Bro., Ed. F., wholesale field seeds.

## Seed Movement in October.

Receipts and shipments of seeds at the various markets during October, as compared with October, 1926, were as follows:

	Receipts		Shipments	
	1927	1926	1927	1926
<b>FLAXSEED</b>				
Chicago, bus..	310,000	315,000	1,000	29,000
Ft. William, bus.	131,747	367,644	533,132	733,475
Minneapolis, bus.	3,894,120	2,905,440	550,210	500,650
Milwaukee, bus.	175,800	121,550	.....	.....
New York, bus.	243,500	759,000	.....	.....
Kans. City, bus.	183,000	.....	.....	.....
Superior, bus.	1,291,030	1,373,838	775,884	271,906
Duluth, bus....	4,425,550	3,273,738	2,025,075	1,104,362
<b>KAFIR</b>				
Kans. City, bus.	112,200	96,800	129,000	137,000
Hutchinson, bus.	55,900	39,000	.....	.....
St. Louis, bus.	36,000	33,600	27,600	19,200
Wichita, bus...	3,600	1,200	.....	1,200
<b>MILO</b>				
<b>CLOVER</b>				
Chicago, lbs...	2,285,000	3,596,000	730,000	1,198,000
Toledo, bags...	4,403	753	338	1,213
Milwaukee, lbs.	359,243	374,205	130,387	453,500
New York, bags	600	124	13,553	9,229
<b>TIMOTHY</b>				
Toledo, bags...	3,626	9,363	2,461	111
Chicago, lbs...	3,741,000	3,368,000	3,009,000	3,660,000
Milwaukee, lbs.	210,000	240,000	96,493	277,635
<b>ALSIKE</b>				
Toledo, bags...	1,228	295	189	305
<b>SORGHUMS</b>				
Cincinnati, bus.	1,400	5,600	.....	.....
Ft. Worth, bus.	203,000	64,400	121,800	138,600
New Orleans, bus.	.....	7,000	.....	.....
<b>CANE SEED</b>				
Ft. Worth, bus.	2,000	.....	.....	.....
Kans. City, bus.	3,450	.....	3,450	.....



## Patents Granted

**1,646,397. Bag-Sealing Machine.** Julius Frank, Chicago, Ill. A pair of feed belts grip the bag between them and convey it thru the machine in an upright position while adhesive is applied to the portion of the bags projecting above the belts, after which folding and pressing means act upon the bag.

**1,647,897. Car Mover.** Isaiah Williams, Gary, Ind. The car mover comprises a roller carrying base, a housing rising from the base and being provided with a curved upper portion, a plunger mounted for reciprocation in the housing, wheel gripping dogs carried by said plunger and means for operating the wheel gripping dogs for causing the latter to rotate a wheel of a car.

**1,644,895. Seed Corn Tester.** Thos. M. Roberts, Villisca, Ia. The tester is a casing open at its upper end, a closure member for the upper end comprising a pan with a perforated bottom, a series of supporting devices on the under side of the pan, a series of seed corn holders comprising strips of absorbent material provided with pockets, the supporting devices being adapted to support the seed corn holders.

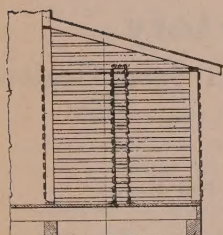
**1,647,351. Weighing Scale Air Vent.** Frank L. Hague, Minneapolis, assignor to Fegles Construction Co., Minneapolis, Minn. The garner and hopper are provided with a vent pipe communicating with the hopper, a main suction pipe, a pipe section translatable to alternately establish and break communication between one of the first mentioned pipes, and means connecting the hopper valve and translatable pipe section to move said pipe section and establish suction connection as the valve is open, and to break such connections as the valve is closed.

**1,645,402. Separating and Grading Machine.** Frank A. Rappleye, Silver Creek, N. Y. A pair of movable surfaces are adapted to form a separating trough there between, one of said surfaces being formed by a substantially smooth rotatable roll, and the other surface being formed by a relatively rough surfaced endless apron adapted to move upwardly through an arc adjacent the roll and thence along an upwardly inclined path.

**1,648,308. Corn Crib.** Ernest B. Nelson, Burchinal, Ia. Ventilation is provided by spaced pairs of uprights with means for mounting the uprights upon the floor of the corn crib or the like, spreader means connecting the uprights for maintaining them in spaced parallel relation, and a plurality of vertically spaced strips carried by the uprights, the uprights being provided with open topped angular bracket members for supporting the spaced strips.

**1,647,521. Sheller and Polisher.** Martin Hoff, Frankfurt-on-the-Main, Germany, assignor to Kaspargetreideschalmaschine G. m. b. H., Offenbach-on-the-Main, Germany. The machine is a combination of a rotatable wheel, and a plurality of paddles connected therewith loosely to swing about axes parallel to the axis of the wheel, and each constructed of thin, relatively light material adapted to develop a relatively light centrifugal pressure upon the material being treated, said paddles being located in close proximity to each other.

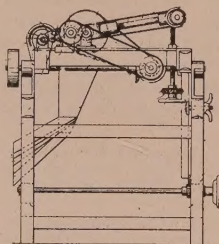
**1,645,568. Grain Drier and Cleaner.** Jesse H. Woodward, Perryton, assignor of one-third to Andrew H. Nichols and Robert Hugh Daley, Perryton, Tex. The drier and cleaner comprises a plurality of vertically disposed posts arranged in spaced relation, screens of a relatively coarse mesh disposed between the posts and screens of a relatively fine mesh disposed between the posts in spaced relation to the first mentioned screens and to the outside thereof, and a hopper and spout structure between the posts at the bottom of the screen, a baffle, and means for supporting the baffle between the posts and between the inner screen.



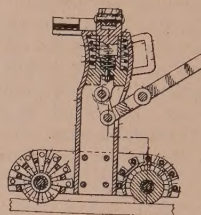
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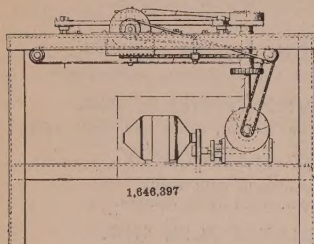
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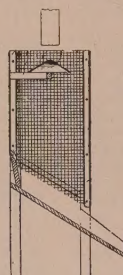
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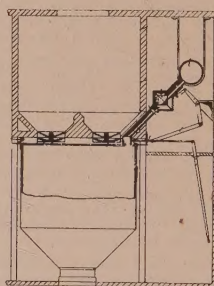
1,646,397



1,645,568



1,644,895



1,647,351

## Insurance Notes.

**Des Moines, Ia.**—I am sorry to report the death of our president, Horace J. Benson, at noon on Oct. 24. He was in attendance at the regular quarterly meeting of the Board the preceding Wednesday. He seemed in his usual health at that time. He had been a director of the company since January, 1894, and was elected president of the company in July, 1907. The remains were taken to Union, Ia., his former home, and burial was on the twenty-eighth.—J. T. Sharp, Sec'y, Mill Owners' Mutual Fire Insurance Co.

Dust explosion prevention work has been carried on since 1925 by the American Engineering Standards Com'te, the first regulations having been prepared by the National Fire Protection Ass'n in co-operation with the U. S. Bureau of Chemistry. The codes were approved as Tentative American Standards in 1926. After further revision, the Code for the Installation of Pulverized Fuel Systems was advanced to the status of American Standard on July 12, 1927, and the Code for the Prevention of Dust Explosions in Starch Factories will probably be approved as an American Standard very shortly.

**WARNING** has been issued by the Grain Dealers' National Mutual Fire Insurance Co., that agents selling dry powder fire extinguishers have and are ingeniously taking advantage of various country grain dealers and local fire prevention organizations, selling so-called extinguishers (which contain baking soda, and perhaps sand or sawdust), after a crafty demonstration, at \$3 each (worth probably around 25c). One elevator owner bought a quantity of these devices because the sly agent had extinguished a fire of kerosene saturated cobs in his cob burner, which fire was naturally confined, as was the gas produced by the burning soda. "Don't waste your good money on these contraptions, when a barrel of non-freezing solution with two buckets has them beat forty ways."

## What Inspection Should Govern?

Cautioning shippers against loose wording of contracts C. F. Prouty, sec'y of the Oklahoma Grain Dealers Ass'n, gives an example of what may be expected from uncertain terms in the following communication from a dealer:

I sold five cars wheat at 1.52 basis export, subject to official inspection and destination mill or elevator weights, lower grades to be applied at customary export scale of discounts, and I was instructed to bill all cars to Ft. Worth for inspection and diversion. In due process of time, I received returns, which showed that all cars were officially inspected at Fort Worth on arrival, that one car was unloaded at Fort Worth, one was diverted and forwarded to Dallas, one to Houston, and two to Galveston for export. The car unloaded at Ft. Worth graded No. 2-59-6. The Dallas car graded No. 1-60 at Ft. Worth and No. 2-59-7 at Dallas, but returns were made on the Dallas inspection at one cent discount. The Houston car graded No. 2-59-8 at Ft. Worth, and No. 1-60 at Houston, and returns were made on the Ft. Worth inspection at one cent discount. One of the Galveston cars graded No. 4-59 (account moisture) 1%, dockage at Ft. Worth, but on arrival at Galveston it graded No. 2-59½ no dockage and returns were made on the Ft. Worth inspection at 5 cents, discount, and 1% dockage, but the other Galveston car graded No. 2-59 at Ft. Worth, and Sample grade heating, at Galveston, and was applied on contract at 10 cents discount on the Galveston inspection.

All these cars received two official inspections but only one of the inspections was attached to the account sales of each car. Under such a contract, have I, the seller, the legal right to demand settlement on basis the first official inspection at Ft. Worth, or is the buyer privileged to render returns on either first or last inspection as he may choose, when no particular specifications had been made regarding what official inspection should govern settlement.

Mr. Prouty calls attention, in this connection, to the rule of the Grain Dealers National Ass'n, as follows:

When grain is bought official destination inspection, and the buyer, by the terms of the contract, has the option of selecting the destination, settlement shall be based upon the inspection at the first official inspection point to which the grain is shipped.

## Fire Barrels That Will Not Freeze at 55° Below Zero



Our 50 gallon Metal Fire Barrels will save you any worry. Complete with 3 buckets hung on hooks and submerged in anti-freeze solution ready for instant use.

Write for full particulars to

**CARBONDALE CALCIUM COMPANY**  
CARBONDALE, PENN.





## Western Grain Dealers Mutual Fire Insurance Company

DES MOINES, IOWA

J. A. KING, President  
A Legal Reserve Mutual Fire Insurance Company

### 1902 --- A Quarter of a Century --- 1927

of dependable insurance for grain men.

We write Fire and Tornado Insurance covering Grain Elevators and Contents, also Residence and Mercantile property.

NEARLY HALF A MILLION DOLLARS RETURNED TO OUR POLICYHOLDERS IN 25 YEARS

**TRI-STATE MUTUAL  
GRAIN DEALERS FIRE INSURANCE CO.**

LUVERNE, MINN.

E. A. BROWN, President E. H. MORELAND, Secretary  
W. J. SHANARD, Vice President W. Z. SHARP, Treasurer



### After Twenty-Five Years

Winters may not be what they once were but they are still cold enough to freeze water. Make sure your water barrels are filled with non-freezing solution before winter begins. Write us for information and be prepared for cold weather.

**GRAIN DEALERS NATIONAL MUTUAL FIRE INS. CO.**  
INDIANAPOLIS, IND.

J. J. Fitzgerald  
Secretary-Treasurer  
Indianapolis, Ind

C. R. McGotter  
Western Mgr. and Ass't. Secy.  
Omaha, Nebraska

## FRICITION

Caused 39% of all fires in Mills and Elevators insured by

### THE MILL MUTUALS in 1926.

Elevator Head and Boot Friction  
Cleaning Machinery Bearings  
Line Shaft Bearings  
are largely responsible.

Anti-Friction Bearings  
and

Elevator Legs properly constructed  
to prevent chokes

### WOULD HAVE PREVENTED THESE FIRES

*Write your insurance company or  
this office today for particulars.*

**Mutual Fire Prevention Bureau**  
230 E. Ohio St. Chicago, Ill.

## What Do Rats and Mice Cost You?

Is the actual cash value of the damage your only loss, or is it the annoyance and confusion these pests cause?

Fight this plague with a sure fire remedy—eliminate all rats and mice from your premises with



Automatic Rat and Mouse Traps. These traps catch and kill by the wholesale.

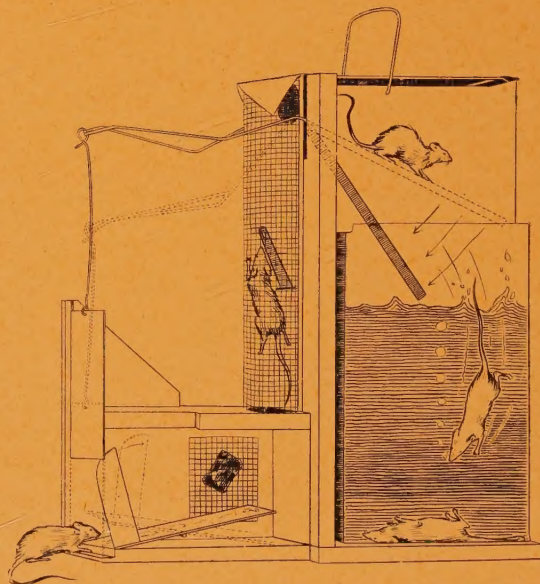
Automatic Rat and Mouse Traps are sanitary, rapid exterminators saving the cost in a very short time.

There are no complicated parts to get out of order. The method of operation is very simple. Over 200,000 in use in Grain Elevators, Flour and Feed Mills and other industries. Endorsed by all who use them.

*Dealers Wanted*

## AUTOMATIC TRAP COMPANY

630 W. Jackson Blvd., Chicago, Ill.

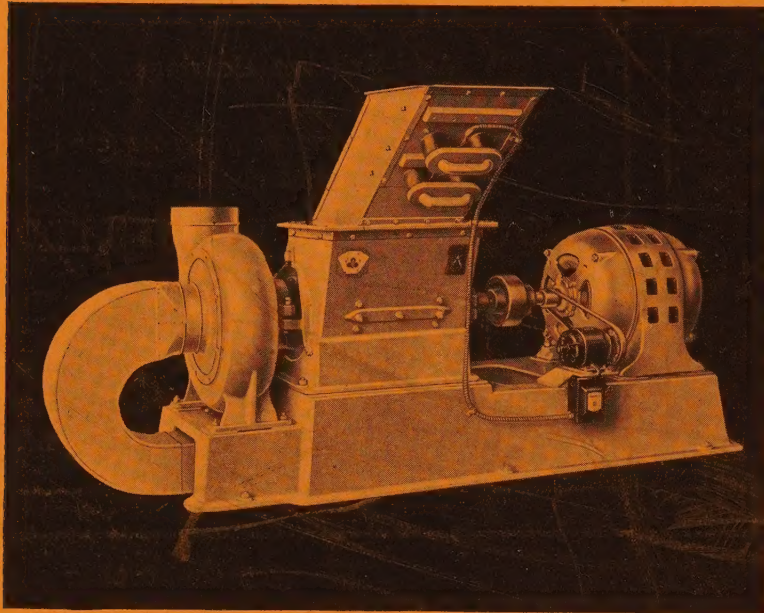




# A Hammer Mill Complete

The new MIRACLE ACE HAMMER MILL has improvements that any man mechanically inclined will at once recognize will reduce power and give efficiency not heretofore attained by hammer mills.

In addition to these features which cut down operating power we are now putting out these mills completely equipped. There is nothing else that you have to buy to make them complete. Every one is provided with an electro magnetic metal catcher, a power drag and all direct driven units have ammeters.



This is our No. 5 SUPER MIRACLE ACE direct connected to a seventy-five horse power motor. It will grind 10,000 pounds of oats or 25,000 pounds of ear corn per hour. We build five smaller sizes.

With their reduced power, their sweetness of operation, the MIRACLE ACE HAMMER MILLS are making more money for their owners than has been made by feed grinders.

Ask for our new booklet, just off the press, "The Miracle Ace." We will be glad to send it.

## The Miracle Molasses Process

This is the first announcement of the cold molasses process which has already created such a stir in feed grinding circles. It is a cold molasses process that can be operated without heat in all kinds of weather.

It is inexpensive to install. It is very simple and requires little power to operate. It requires no more labor than is necessary around any feed mill. It is the only process suitable for custom milling. You can put molasses on your customers' feeds as you grind them.

There is  $2\frac{1}{2}$  times the profit in operating a feed mill equipped with the MIRACLE MOLASSES PROCESS over a mere feed grinding mill. Besides farmers and feeders will pass up other mills and come miles out of their way to get molasses put on their own feeds. Here is the greatest improvement ever made in the custom feed milling business.

*Write us for further information.*

**The Anglo-American Mill Company**

**300 - 400 Kennaday Ave.**

**Owensboro, Ky.**